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Vol. CCII, No. 2642
SEPTEMBER 30, 1950

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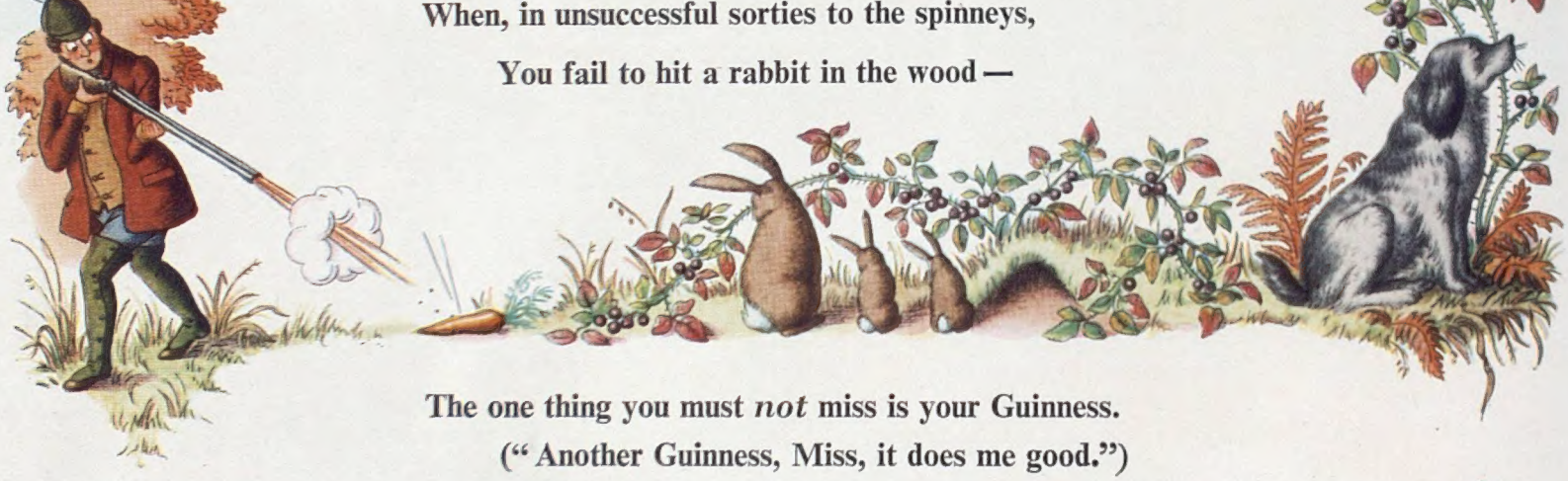

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G.E.1533

Number 9 of "A Guinness Sportfolio"

Volume CCII No. 2642 The SPHERE, London, September 30, 1950

The SPHERE
WITH WHICH IS INCORPORATED "THE GRAPHIC"
THE EMPIRE'S ILLUSTRATED WEEKLY

THE UNITED NATIONS STRIKE—WOLMI ISLAND AND INCHON, THE SCENE OF THE KOREAN D-DAY LANDINGS IN WHICH GENERAL MacARTHUR PUT HIS TROOPS ASHORE 150 MILES BEHIND THE NAKTONG BATTLE-LINE: At Wolmi Island at 6.30 a.m. on the morning of September 15, the U.S. Marines stormed ashore, and within a few hours they had crossed the causeway in force and secured the port of Inchon

In an all-out bid to shorten the Korean War and to settle issues before the arrival of reinforcements from the Manchurian border, General MacArthur sent an Armada of 260 ships through the Yellow Sea to bombard Inchon, the port of Korea's capital city, Seoul, and to put ashore 40,000 marines whose task it was to come up behind the enemy fighting on the Naktong River and to cut his supply lines. It was a brilliant piece of strategy well conceived and skilfully executed, with the element of surprise almost complete. On pages 450 to 453 of this issue a series of pictures from Inchon and Wolmi show how the attackers went in under a curtain of fire from the assembled warships. One of the first objectives of the D-Day force was Kimpo Airfield, which was speedily brought into operation by the Americans, and the next was Seoul itself, where a Commando unit launched the battle for the capital within a week after the Inchon landing

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A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

Raid or Encirclement ?—

In the late war, the need for something more than secrecy concerning projected attacks was realised and perfected. The enemy must not have the slightest inkling of where an attack might fall. Obviously. But he must also have good reason to suppose that it is likely to fall elsewhere or is not even contemplated; and months of deception might go to the work of hazing him. It was a tremendous surprise to learn of the landings miles behind the South Korean front by American Marines and an actual march on the capital. The hazing had been universal. For weeks we have supposed that the U.N. line was being just barely held by the employment of every available man, cooks and clerks included. That there could be reserves to spare to "Operation Seoul" must have surprised almost everyone in England who heard the news. Is it a raid on communications, a defiant pinprick, or may we expect a build-up of the bridgeheads until the enemy finds itself encircled in a net closing ever tighter? At the moment we can only be thankful that American morale is so high and the U.N. High Command so lively and aggressive. We dare not expect a miracle or a sudden complete snatching of the initiative at a time so critical for the U.N. forces. But the news was assuredly good news and immensely heartening, and everyone who heard it had high praise for the tremendous moral courage which made possible MacArthur's bold stroke. And now more than a week has gone by, Seoul is not yet in U.N. hands, and the North Koreans are clearly stiffening resistance after their complete surprise. Much has been done, a great airfield secured or neutralised, and many hundred prisoners taken. But still we cannot accept, on results reported, the very confident expectations which U.N. spokesmen on the staffs have poured out. We must still ask ourselves: "Is it a raid or an encirclement?"

Not So Good.—Not so good was the other chief news of the same day in Parliament, that disclosed by the Minister of Labour, to wit, the proofs of a renewed, reorganised and powerful effort by Communist agitators newly briefed in Warsaw to disrupt our industrial and defence effort by every means in their power, chiefly in inventing grievances and instances of injustice with which to catch the light-headed workers and bring about more and more unofficial strikes. The time is ripe. The nationalised industries are turning down the new demands for higher pay which followed swiftly on the abandonment of the Government's wage-freeze policy. This sabotage of whispering is really more effective than spanners and explosives in the works, though these material acts of sabotage may be expected, too. We are in for a hard winter, I fancy, a winter of strikes and industrial unrest. Mr. Morrison, in answer to Mr. Eden, who thought the announcement made by the Minister of Labour about as serious as any of the recent bad news, doubted whether legislation to counter the movement from Moscow and Warsaw was necessary. We wonder. We are in the article of war. Perhaps the war measures against treachery stand. Our own Communist leaders deny *in toto* the Warsaw plot and Mr. Isaacs' acceptance of it. For my part I know little of such matters, but I am bound to say that an agitator who sets on foot an unofficial strike is less bloodguilty, if there can be found a shadow of a genuine grievance among the men who strike. Of the past dozen unofficial strikes, I cannot recall a single instance in which the return to work was not the result of slavish surrender to the demands of those unofficial saboteurs, either in the reinstatement of men guilty of, and punished for, indiscipline or constitutionally dismissed as redundant, or else in the cancellation of some reasonable regulation to which the strikers objected. Such results of unofficial strikes either prove that the grievances were real and the agitators at least in some sort justified, or they prove that courage and leadership and justice no longer exist in the Unions and the nationalised Boards and in Whitehall. Cowardly surrender for expediency (in the latter case) is the only weapon left in the hands of authority. If that be so, small wonder if agitators are heartened and unofficial strikes are rampant. Before we hang the agitators, it is high time to prepare an organised and courageous defence against treachery and sabotage in industry.

THE FLYING TRIANGLE—THIS IS THE FIRST FLIGHT PHOTOGRAPH OF THE AVRO 707, THE NEW DELTA WING AIRCRAFT: This wing configuration, it is believed, will permit controlled flight at and beyond the speed of sound and may well anticipate the shape of aircraft of the future. The makers are A. V. Roe and Company, one of the first firms to enter the field of aircraft construction, their record going back to 1909. During the Second World War the Avro Company produced the Manchester, Lancaster and Lincoln heavy bombers and the famous Anson trainer. Since the war they have completed the Tudor series of air-liners, the Athena trainer, the Avro Shackleton reconnaissance monoplane, and now comes the 707 to mark yet another advance in the field of aerial conquest

Steel and G.E.—On the eve of the famous or infamous steel debate, the student of politics may have found grounds for anticipating a Government defeat and an autumn General Election. Months ago we were warned by the students that no Government could carry on with a majority less than twenty-five. Mr. Attlee has managed to be firm and even truculent and successful with a majority as low as three on occasions, and has shown no sign of any desperate need for a bigger margin than eight or nine. In the face of confident opposition, he had done exactly what suited him, and even gone further and done what suits his more radical tail. I do not think the Conservatives have played their cards very wisely, and they certainly had a few trumps; I think the luck was sometimes on the Government's side, and in my recent walks and talks in Scotland and England outside my own county, I have been astonished by the confidence expressed, in the most unlikely places and by the most unlikely people, in the Socialists. Always the argument has been the same: "We were never better off than we are to-day under Socialism." For my part, I find it a very "paper" prosperity and a very uncertain lease of "prosperity." But I have not found that counter arguments, in the time at my disposal on holiday, do anything at all to shake that *idée fixe*. Lord Woolton has a long and hard row still to hoe.

The Steel Debate Issue.

—Before recording the result of this important debate, it is worth setting out the issue as the Conservatives saw it. It was well put by Lord Salisbury with his usual clarity and good sense. As he said: This Steel Nationalisation Act is certainly already on the Statute Book, but it was put there with a clear proviso accepted by the Government. The Act was not to come into force until the electors had pronounced on it at a General Election. Therefore to-day iron and steel are precisely in the same position as regards nationalisation as, say, land. Mr. Attlee's decision to bring it forward now is therefore clearly party-political; either, to appease his left-wingers or to force a General Election upon an issue which he hopes may be favourable for his party. He is confident that the majority of workers in the Steel industry want nationalisation, and that the measure will please a great majority of his following. He is ready to take the risk of still further dividing the nation, which has loyally backed up his tardy defence measures, in order to get this Act through, and thereby he is putting the cart before the horse, nationalisation before election, in the face of a clear understanding *vice versa*. It was Mr. Morrison who led for the Government in the debate. He countered Mr. Churchill's extreme gravity with laughter, jibes and cocksureness. Steel Nationalisation, he argued, was in the 1945 mandate and nothing had happened since to hold up the Government's normal legislative programme; there was no bargain, no danger of interfering with the steel output, now doubly vital to the nation, no special need to avoid further bitter national disunity in our peril. And by six votes, the Socialists won the day after rejecting a surprise compromise offered by Mr. Churchill in an attempt to avoid these two dangers. Mr. Morrison was never more cocksure.

"WITH BEST WISHES"

It is not too early to think of Christmas presents—especially for friends overseas. Those in search of a gift will find that a year's subscription to THE SPHERE provides an ideal solution. Each week, the new copy will be a fresh reminder of the kind thought and good wishes of the friend at home. Orders for subscriptions for THE SPHERE to be sent overseas can now be taken. They should be addressed: The Subscription Department, THE SPHERE, Commonwealth House, 1, New Oxford Street, London, W.C.1, together with the name and address of the person to whom the copies are to be sent, and enclosing the price of the subscription. Canada, £5. Elsewhere abroad, £5 5s. (to include the Christmas Number).

"Good-bye to Lochaber."

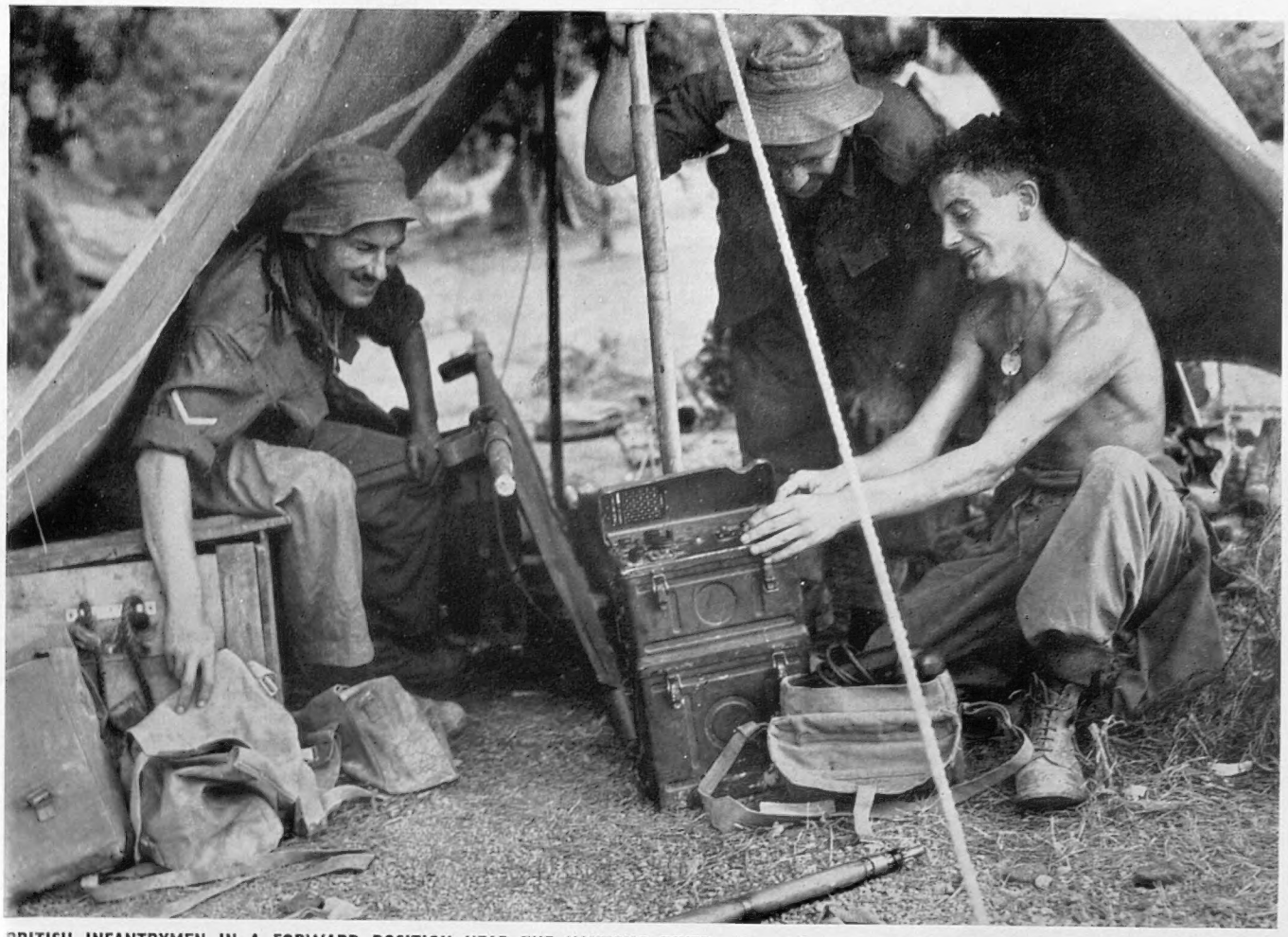
—Farewell to the glen, a glen not in Lochaber but on the Findhorn. For a majority of the years of my life, anyway my active life as a journalist, I have written my grateful farewell punctually at the end of September to its delights, its beauty and its solitude, and, ordered south, have taken up again the life of suburbanised civilisation after a month's holiday in larger scenery. To one of its joys I thought in 1939, and until this year, I had taken a last farewell. Never again (I feared) I should observe from a windswept grouse butt the long, long line of beaters moving like ants on the far horizon slowly nearer to join at last the two horns of the flankers, and should spot the coveys, first as large as bees and soon as large as buses, making for my butt. Coming . . . and going with the wind at gale force. It seems a long journey until that covey or pack comes within shooting distance at about 70 yards. Then it is all over in a split second. When such shooting is done in strong winds and constant hail showers, the "anti-blood-sport men" cannot fairly cry out against "arm-chair sportsmen" and the "shooting of poultry with a scatter gun." Covert shooting and even partridge driving may be a tame occupation for elderly stockbrokers. But under such conditions as I have described, grouse driving is still, more than ever, a test of endurance and of skill, when one faces the music soaked to the skin, with icy fingers and eyes blinded with hail and heather dust. One may perhaps get a pony for the long, long pull to the high ground along a sheep track, an hour of plodding which old legs cannot achieve, but once on the tops, it is sheer slogging from line of butts to line of butts across bog and morass and peat hags; and then a gun and 100 or more cartridges weigh heavy enough. But always in that enchanting wilderness, men and women too show the best side of their natures, and the aged and decayed finds half-a-dozen helpers to share out his burdens among them, so that at last he reaches the blessed havens where he would be. I never thought to reach them again, for, with the wars, the grouse deserted their ground, and this grand game of skill was almost forgotten. But . . . *dis aliter visum*. The grouse came back, the line was organised again and one Old Stager unexpectedly renewed on many unforgettable days the supreme joys of his youth. *Gratias ago.*

THE OLD STAGER

THE BRITISH TROOPS WHICH CROSSED THE NAKTONG

Our Infantrymen in the Korean Front Line

The Middlesex Regiment and the Argyll and Sutherland Highlanders very quickly acclimatised themselves to the Korean battle area, and after being switched from a comparatively quiet sector of the front, they crossed the Naktong and began pushing hard against the retreating Communists. The British had already had some casualties, and then came the tragic news that American planes, mistaking their target, had inflicted heavy losses last week. It was announced that two detachments of reinforcements had left Lyneham Airfield, Wiltshire. The men, who were mostly drawn from the Argyll and Sutherland Highlanders, were nearly all volunteers and did not include National Service men.



BRITISH INFANTRYMEN IN A FORWARD POSITION NEAR THE NAKTONG RIVER: Lance-Corporal Durston (of Workington), Private Harry Cross (a Londoner) and Private Robert Smith (of Wembley) at a company headquarters somewhere along the line of the Naktong. Since the pictures on this page were taken the British units have crossed the great river, and in their first advance in the bridgehead they made a gain of five miles

OUTSIDE A CAMOUFLAGED SANDBAGGED COMMAND POST: Lance-Corporal Martin Marshall, of the Middlesex Regiment, seen at a headquarters. After months of service in the hills behind Hong Kong the men of the Middlesex Regiment found climatic conditions in North Korea much the same as in China

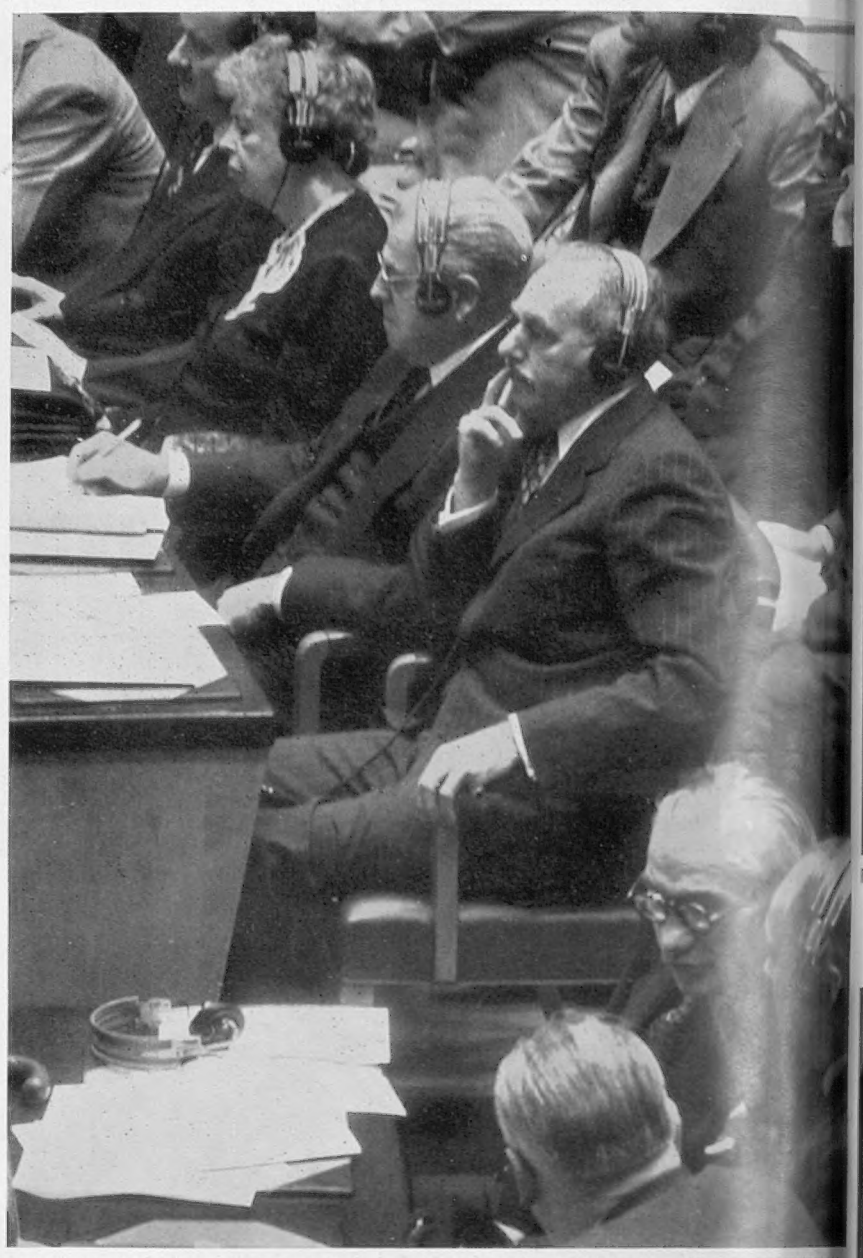
AFTER A PATROL ON THE NAKTONG: Stripped to the waist outside his dug-out, Private Ronald Milton, from Dundee, cleans his heavily caked boots

DURING A LULL IN THE BATTLE AREA SOUTH-WEST OF TAEGU: *Left*—Private Thomas Buttons, of Glasgow, and Private William McEwan, two wireless men of the Argyll and Sutherland Highlanders. *Right*—Private Stanley Postans, of the Middlesex Regiment, cleaning his bren gun outside his bivouac at a forward post in the line

WARRING PERSONALITIES AT FLUSHING MEADOW

THE DRAMA OF THE FIFTH GENERAL ASSEMBLY OF THE UNITED NATIONS

THE UNITED STATES SECRETARY OF STATE ADDRESSES THE FIFTH GENERAL ASSEMBLY OF THE UNITED NATIONS AT FLUSHING MEADOW: Mr. Dean Acheson, in a strong statement of his country's foreign policy, called upon the General Assembly to adopt a series of measures for strengthening collective security



AMERICAN AND BRITISH DELEGATES LISTEN TO THE WORDS OF ANDREI VISHINSKY: Reading from background to foreground are Mrs. Franklin Roosevelt, Mr. Warren Austin, Mr. Dean Acheson, Mr. Ernest Bevin and Sir Gladwyn Jebb. Mrs. Roosevelt arrived back from California just in time for the Assembly. She had been helping her son James Roosevelt in his campaign for the Californian Governorship

ALEXANDER KERENSKY, ONE-TIME LEADER OF THE RUSSIAN PEOPLE, EMERGES FOR A BRIEF MOMENT ONCE AGAIN UPON THE STAGE OF WORLD AFFAIRS: Kerensky, who attempted to hold at bay the forces of Leninism after Russia's collapse during the First World War, arrived in New York to attend the U.N. Assembly as a spectator. Kerensky told members of the Press that he considered Mr. Vishinsky to be a typical representative of the group tyrannising the Russian people

ANDREI VISHINSKY, THE MAN WHO INVARIABLY STEALS THE SHOW FROM A PUBLICITY VIEWPOINT: The Russian Minister seen on the rostrum at the General Assembly of the United Nations. Most observers of the opening phase of the Assembly noted the unusual moderation of the Soviet Foreign Minister, whose attitude by comparison with Mr. Jacob Malik's recent offensive in the Security Council appeared to be almost benign. Even so, however, Mr. Vishinsky is always a striking figure, and of all the delegates he is the most likely to arouse the Assembly from any moment of torpor. When the agenda was under discussion, he was at pains to bring forward immediate objections to any items which might have proved distasteful to Russia

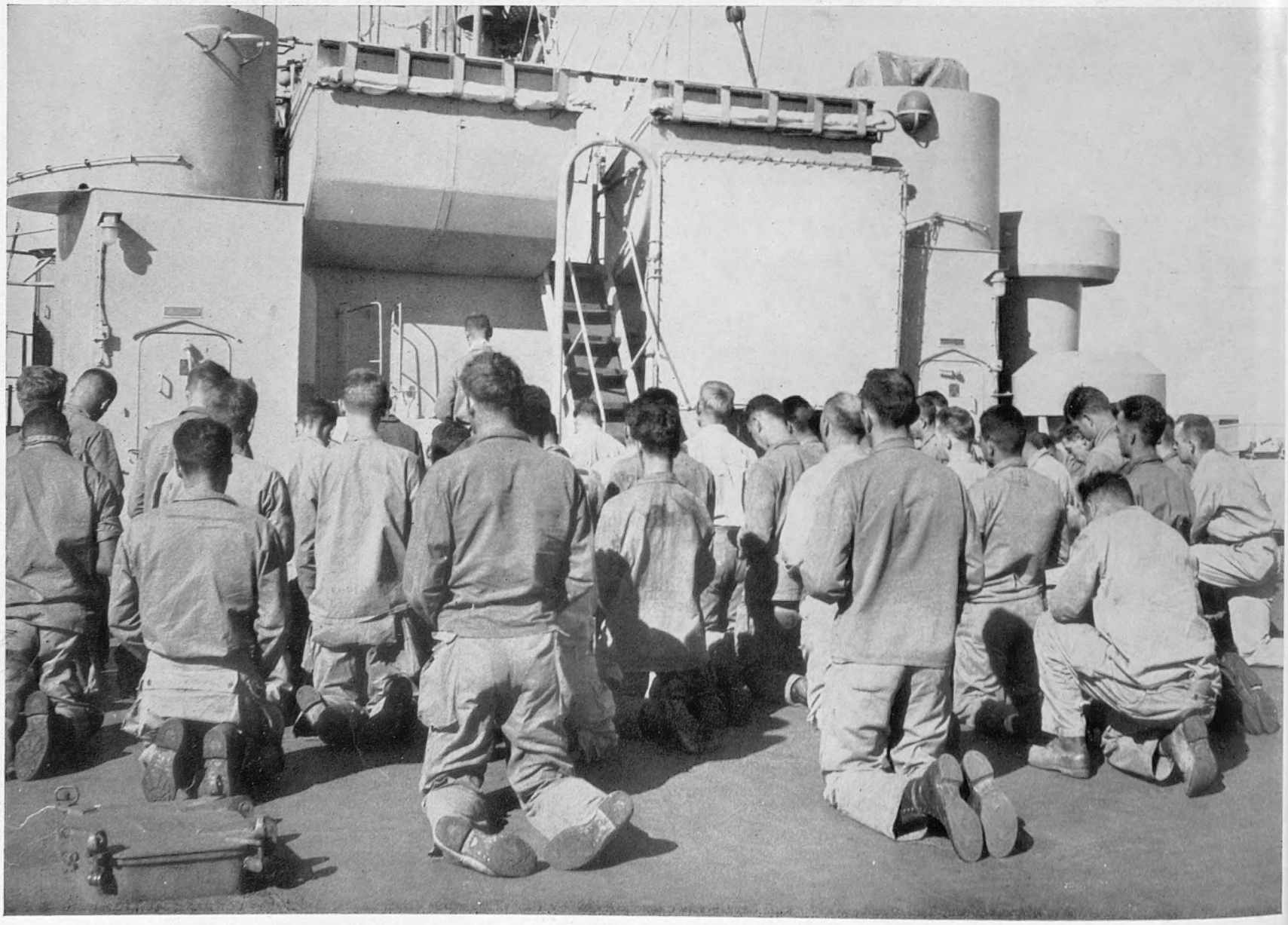
BRITAIN'S FOREIGN SECRETARY DRIFTS INTO THE LAND OF NOD: Mr. Bevin would appear to be having a quiet forty winks while the speeches in the General Assembly go on. A correspondent in New York who has been present at the Assembly writes: "Mr. Bevin has mainly been content to slump in his chair, raise his hand wearily when voting, and go into long huddles with Sir Gladwyn Jebb. All the British delegation resents the slur that Mr. Bevin drops off to sleep during meetings. He gave a cocktail party last night and seemed fit enough, though he's making enormous demands upon his physical resources." Mr. Bevin later endorsed the U.S. plan for world peace

RUSSIANS GO INTO A HUDDLE—MR. VISHINSKY AND HIS COLLEAGUES CONFER BEFORE A MEETING IN THE GENERAL ASSEMBLY: The Russian Foreign Minister leans across Jiamib Malik in order to talk to two of his advisers. Mr. Malik, who held the Presidency of the Security Council for a month, had to take a back seat after the arrival of Mr. Vishinsky. Mr. Malik is Russian Deputy Foreign Minister and delegate to the Security Council. At a United Nations dinner last week Mr. Vishinsky and Mr. Malik walked out when the Governor of New York, Mr. Thomas Dewey, referred to Russia's "millions of slave labourers." As Mr. Dewey saw the Soviet Ministers leave, he departed from his prepared text and declared: 'I must say I am complimented by the withdrawal of those who plot the destruction of the world"

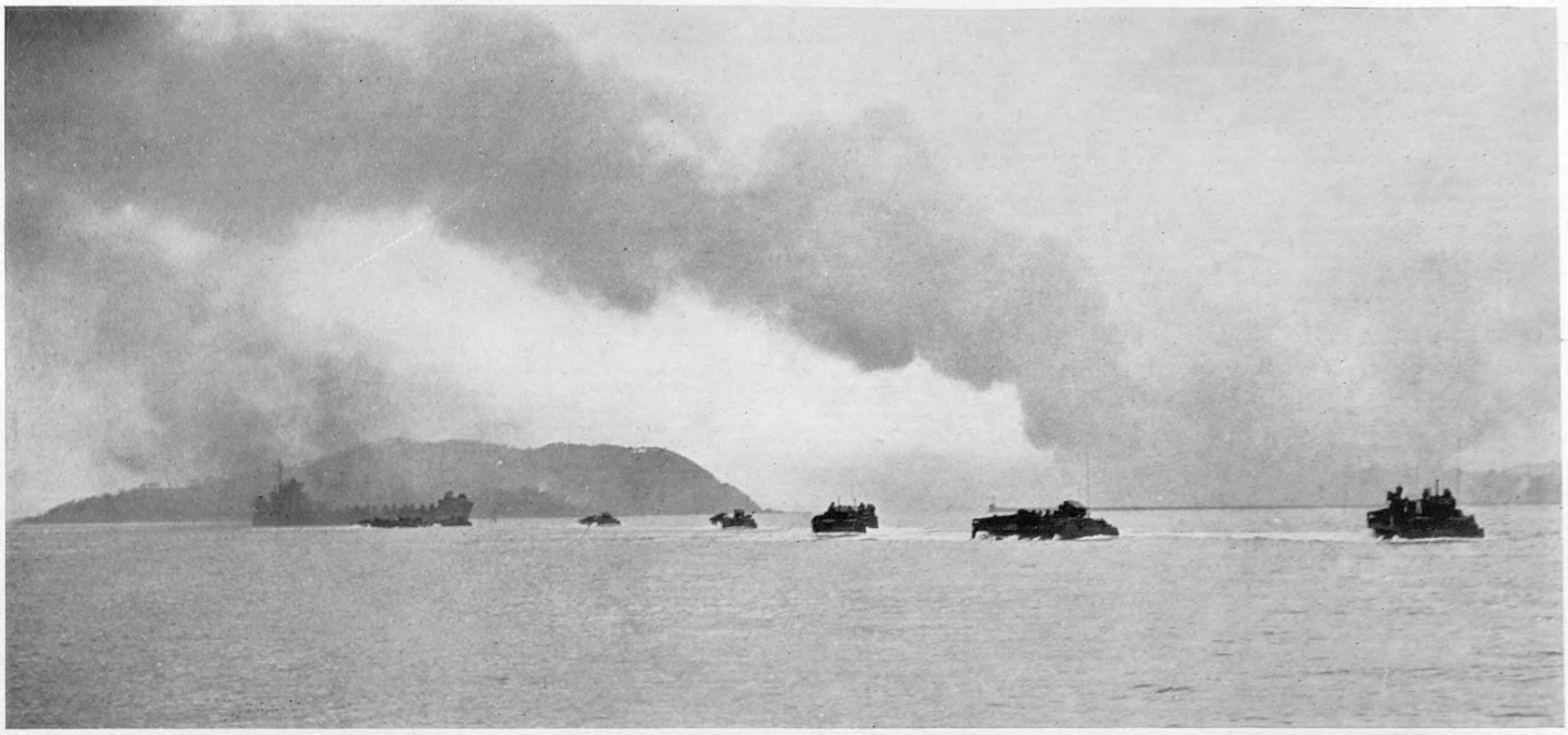
THE KOREAN D-DAY LANDINGS

GENERAL MACARTHUR SEES U.S. FORCES STORM ASHORE AT INCHON TO ATTACK THE CITY OF SEOUL

THE UNITED NATIONS SUPREME COMMANDER : General Douglas MacArthur viewing the pre-landing bombardment and air strikes from the flag bridge of the American warship *Mount McKinley* as U.N. forces began to put into operation their Korean D-Day strategy of landing 150 miles behind the Communist lines and striking at Inchon and the capital city of Seoul. With General MacArthur are Brigadier-General Courtney Whitney, Brigadier-General E. K. Wright (Assistant Chief of Staff) and Major-General Edward W. Almond, who took command in this northern invasion area. It was at 6.30 a.m. on the morning of September 15 that the Armada of the United Nations came out of the mists of the Yellow Sea off the port of Inchon. After a preliminary bombardment by planes and warships, United States Marines stormed ashore and established a bridgehead



***Below*—PRAYER BEFORE BATTLE : Members of the Roman Catholic faith at mass aboard one of the warships of the invasion armada on the day before they landed on Wolmi Island and struck for the port of Inchon and the city of Seoul**



LANDING-CRAFT PUSH IN TOWARDS THE BEACHES AT WOLMI ISLAND ON THE KOREAN D-DAY: From the shore dense volumes of black smoke are rising as a result of the pre-invasion bombardment by planes and warships, the essential softening-up process before the attack. There were 262 ships in the invasion armada, and the spearhead of the force were Marines who had been pulled out of the line along the Naktong River

The ASSAULT on INCHON

In the Second World War the American Marines landed on Guadalcanal in August 1942, eight months after Pearl Harbour. It took many months more to mount and launch Operation Torch on the shores of North Africa. Compared with these great efforts, Korean D-day has been planned and carried out with extraordinary speed; in fact, after only eighty-three days of war. The decision to make the landings behind the enemy lines was taken five or six weeks before the operation itself, when the United Nations forces, unable to continue bartering space for time, took up their stand near the south-eastern tip of the Korean peninsula. The crucial moment arrived when the Marines had to be taken from the Naktong line, embarked, and shipped from Pusan to Inchon.

THE SOFTENING-UP PROCESS CONTINUES AS THE LANDING-CRAFT GO IN: The 6-in. guns of the flagship of the D-day armada, a cruiser of the United States Navy, started the bombardment, then all the 8- and 6-in. guns of the other cruisers roared into action. Three hundred and fifty planes loaded with rockets took-off from British and American carriers. The target was the small island of Wolmi, rising 300 ft. out of the harbour and connected with the port of Inchon by a 1,000-ft. causeway. For 45 minutes the guns poured thousands of shells into Wolmi, and, under cover of this fire, the Marines left the transports and made for the shore. Fifteen seconds before the first wave of Marines hit the beaches the bombardment was lifted

MARINES AND TANKS POUR FROM THE LEADING LANDING-CRAFT ON WOLMI ISLAND: Wolmi was the key to the whole operations against Inchon, with which it is connected by causeway. It is a wooded island shaped like an oyster-shell. From the beaches the ground rises 300 ft. to a rounded top, and on this rising ground the North Koreans established their shore batteries. The dramatic story of how these batteries were spotted and then knocked out was told after the battle

WOLMI—KEY TO THE INVASION

Six daring U.S. destroyers and a supreme blunder by the North Koreans led to the success of the assault on Wolmi Island. Vice-Admiral Arthur D. Struble, joint commander of Task Force 7, determined to find out the disposition of the Wolmi shore batteries, so he sent the destroyers on a reconnaissance close inshore twenty-four hours before the amphibious assault, their mission being to draw fire from Wolmi. The shore battery commanders could not resist the bait. As a result Vice-Admiral Struble had in his possession the vital information he required.

THE SECOND WAVE GOES IN: With Wolmi securely in their hands and the shore batteries silenced these Marines followed those in the initial assault. After consolidation this second wave leap-frogged over the first and was soon in the fighting round Kimpo airfield, the vital base from which United Nations' aircraft were soon operating. The Marines in the Inchon assault had previously had weeks of bitter fighting in the defence of Taegu. Last Monday it was reported that the United States 1st and 5th Marines had joined forces for a main attack on Seoul from the west. The opposition by the defenders of the South Korean capital was regarded as being unexpectedly strong, and it was only after 24 hours' heavy fighting that the 5th Marine Regiment advanced a distance of 1,000 yards

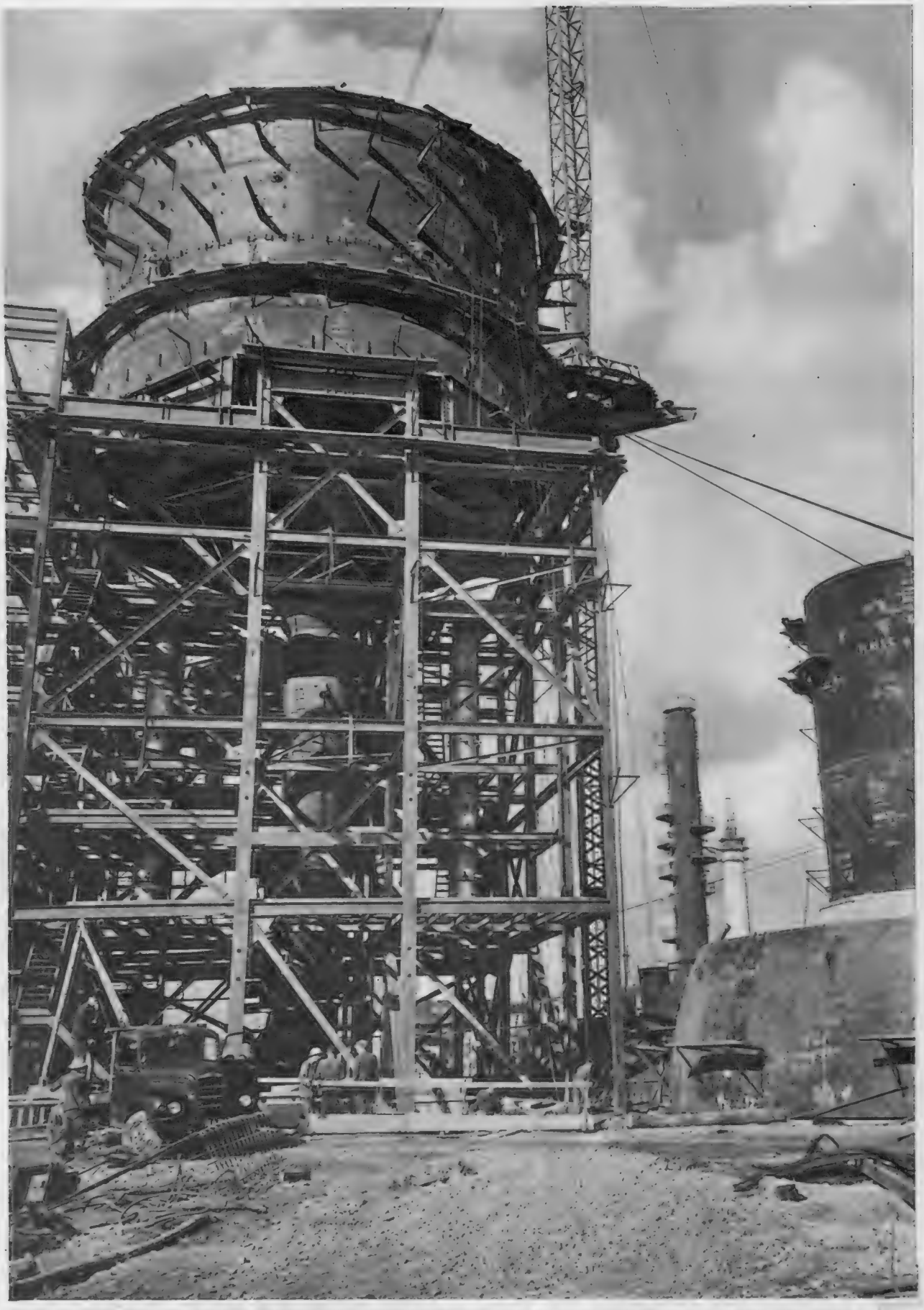
THE ADVANCE ON INCHON—UNITED STATES MARINES WITH RIFLES AT THE READY MARCH ACROSS DEVASTATED WOLMI ISLAND IN THE WAKE OF A TANK: Intense artillery bombardment from the sea preceded the storming of the island by the Marines. After about thirty minutes' fighting a firm foothold was gained on the shore and then wave after wave of infantry came in. The Marine Division—really the 5th Marine Regiment reinforced—was pulled out of Pusan to make the attack

ON THE ROAD TO INCHON

AMERICAN MARINES IN FULL COMBAT EQUIPMENT, SWARM DOWN CARGO NETS INTO THEIR LANDING CRAFT: A few minutes later they were pushing in towards the shore accompanied by hundreds of other craft bent on the same mission

MARINES ON THE NARROW CAUSEWAY THAT JOINS WOLMI ISLAND TO THE PORT OF INCHON: The Marine on the right is helping to haul in one of the invasion craft bringing troops in from the transports and warships standing offshore. Nearly 1,000 prisoners were taken in the first stages of the lightning advance on Seoul

THE AIR ARM LENDS ITS PROTECTION TO THE ATTACKING TROOPS: A Corsair of the United States Navy being catapulted from a carrier off the coast of Korea. On the day of the invasion hundreds of sorties were flown from carriers to protect the invading troops at their greatest moment of vulnerability



THE FLUID CATALYTIC CRACKER IN COURSE OF CONSTRUCTION AT FAWLEY, NEAR SOUTHAMPTON, WHERE THE ANGLO-AMERICAN OIL COMPANY'S NEW REFINERY, THE LARGEST OF ITS KIND IN EUROPE, IS NOW BEING BUILT AT A COST OF £37,500,000: This refinery will be one of the most important dollar-savers in the national economy. Here crude oil from the Middle East will be dealt with, and the output will be over 5,000,000 tons a year. When completed by 1952 the Fawley refinery will employ about 2,000 people. Tne "cat cracker" is the most modern method of extracting the maximum amount of motor spirit from a given quantity of crude oil. The large hydrocarbon molecules of gas oil (Diesel) are broken down into the smaller molecules of petrol

THE PROGRESS OF THE REFINERY AT FAWLEY WOODLAND IN CADLAND PARK ON THE FRINGE tower in which the various components of crude oil are condensed at different levels in what are known as "bubble trays." Behind the tower is the big boiler-house

FAWLEY

EUROPE'S BIGGEST OIL REFINERY

Work in Progress on the Vast New Forest Site

Britain's considerable dependence upon America for petrol and other products of crude oil, of which the motoring public was painfully aware during the long period of rationing, is at last being eased as refining capacity in this country is steadily raised. There are a host of new projects and plant-enlargement plans now in operation in this country. In some cases E.C.A. funds are making it possible for the companies concerned to change their sterling for dollars to buy the plant they require, and in other cases no Marshall Aid is involved. Ultimately all this plant will save millions of dollars.

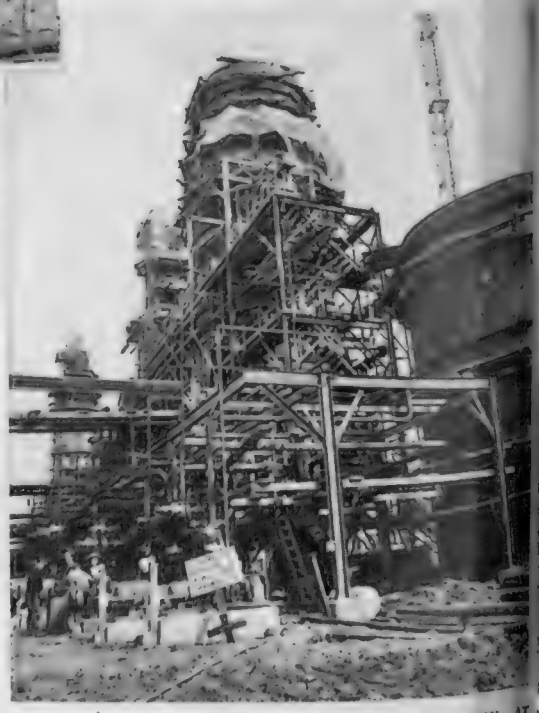
By far the greatest project, and one that does not involve Marshall Aid, is the new refinery now taking shape at Fawley, near Southampton, and which forms the subject of the pictures on these pages.

On what was once lush grazing land bordering the salt marshes along Southampton Water, an army of men is engaged in erecting the tanks, distillation plant and miles of pipeline for Europe's latest and largest refinery, which is expected to be in operation by 1952, turning out 5,000,000 tons of petroleum products annually. When completed the refinery will employ about 2,000 people, and homes for those men and their families are now being built in Southampton and district and in towns even farther afield.

Into Southampton docks comes an almost continuous stream of plant and special materials from the United States, while building material comes for the most part from British sources. This new enterprise of the Anglo-American Oil Company represents indeed a piece of high-level co-operation between the two countries. Here British and American contractors, and British and American capital operate side by side.

Another of the great dollar-savers is the refinery at Llandarcy, between Neath and Swansea. This is a subsidiary of Anglo-Iranian. Another is the Shell Haven Refinery, Essex, part of the Royal Dutch Shell Group. Llandarcy is receiving 7,250,000 dollars to aid expansion, and Shell Haven is receiving 10,043,000 dollars.

In addition, the Vacuum Oil Company (a subsidiary of Socony-Vacuum Oil Company, Inc., of New York) is joining with the Powell Duffryn Group in the construction of a new refinery at Corytown, on the north bank of the Thames Estuary.



THE DISTILLATION PLANT UNDER CONSTRUCTION AT FAWLEY: A notice at the foot warns workers to "Beware of Falling Objects." Much of the plant at the great refinery is imported from America

COVERS ABOUT THIRTY ACRES, FORMERLY PICTURESQUE NEW FOREST : In the foreground is the tall fractionating

STRUCTING THE COPPER CHLORIDE SWEETENING UNIT : This plant represents one of the final phases in the general process of refining. It will be used for chemically treating motor spirit to remove corrosive and malodorous compounds

WHERE 26,000-TON TANKERS WILL BE ABLE TO DOCK AT ANY STATE OF THE TIDE : Men engaged in the construction of the 3,200-ft. jetty which will have berths for four vessels coming into Fawley to discharge their cargoes from the Middle East. The jetty will rest on hollow, cylindrical, concrete piles

THE UNION OF SOUTH AFRICA PAYS A LAST TRIBUTE TO HER GREATEST SON : This aerial view was taken as the cortège passed through Church Square, Pretoria, during the funeral of Jan Christiaan Smuts. Great crowds thronged the two-mile route along which the coffin was borne on a gun-carriage followed by a black charger draped in black with reversed boots in the stirrups. After the funeral service at Pretoria the body was sent by train to Johannesburg, where the cremation took place

NEWS FROM FIVE CONTINENTS

A FOREIGN SURVEY IN PICTURES

REPRESENTATIVES OF THE SERVICES MARCH THROUGH THE STREETS OF PRETORIA AT THE FUNERAL OF GENERAL SMUTS : Third from the right in the front file is Rear-Admiral Sir Herbert Packer, and on the right is Marshal of the Royal Air Force Sir Arthur Harris, who represented Mr. Winston Churchill. Altogether 500 men walked in the procession from the Groot Kerk to Pretoria Station, where the coffin was placed on a high bier in a coach of the special train for Johannesburg. Crowds which gathered at the smaller stations could thus see the coffin as the train passed through. When the train moved out of Pretoria Station armoured cars dipped their guns, a 19-gun salute was fired and Spitfires flew over the station

"POLITICAL SHENANIGANS" IN WASHINGTON : Mr. William O'Dwyer (centre), who vacated his post as Mayor of New York to accept nomination as United States Ambassador to Mexico, seen with Senator Tom Connally (left), Chairman of the Senate Foreign Relations Committee, and Senator Walter F. George, of Georgia, as the ex-Mayor appeared before the Committee at a special hearing to confirm his appointment. Opposition witnesses came before the Committee, the leader being Henry V. Poor, a Republican Congressional candidate in New York, who opposed confirmation of O'Dwyer's appointment mainly on the grounds of his activities in the days when he was Kings County District Attorney before 1945, and failed, it seems, to prosecute Albert Anastasia, the New York waterfront gang leader. Those in favour of O'Dwyer were inclined to put the opposition down to "political shenanigans." On the second day of the hearing Mr. O'Dwyer's appointment was confirmed 8—0

THE RETURN OF GENERAL GEORGE C. MARSHALL : The former Army Chief of Staff and Secretary of State in the Truman administration seen in Washington after the news became known that he had been asked to succeed Mr. Louis Johnson as Secretary of Defence. The cause of the change-over in the Department of Defence is closely connected with the hostility between that Department and that of the Secretary of State. Mr. Johnson in his letter of resignation admitted that in his eighteen months of office he had made more enemies than friends. It is felt that General Marshall's return to office enormously strengthens President Truman's hand in the conduct of foreign affairs

RECONSTRUCTION IN TWO GREAT GERMAN CITIES—ANOTHER BRIDGE GOES UP AT FRANKFURT-ON-MAIN AND A SYNAGOGUE IS REOPENED IN BERLIN : *Left*—The steel base of the new Peace Bridge at Frankfurt being swung into position across the concrete piers. *Right*—The dedication ceremony in the rebuilt synagogue in the British Sector of Berlin. It was destroyed by the Nazis twelve years ago, before the actual outbreak of World War II

These are days of speedy reconstruction in Germany, and across the length and breadth of the land communications are being restored. All Frankfurt's five bridges were destroyed during the course of the war, and the last of them, the former William Bridge, now renamed the Peace Bridge, will be completed by the spring of next year. The section seen being swung into position in the picture on the left is over 340 tons in weight. Two great floating cranes were needed to carry out the work. The picture on the right depicts a very different form of reconstruction. This is Berlin's first post-war synagogue, and the dedication service was attended by several American soldiers. At the same time Berlin's new Rabbi was installed.

THE PRICE OF WOOL SOARS AT THE MELBOURNE AUCTIONS: Mr. Bert Wright, representative of important Continental buyers, making a bid during the sales

BIDDING FOR BALES OF WOOL: Buyers in action at the Melbourne Wool Auctions, when such fantastic prices were paid. As a result Australian sheep-owners are making the biggest profits in history, and there have been immediate repercussions in all parts of the world. The United States is seeking to arrange a wool conference with Britain and the Empire wool-producing countries. A meeting of the International Wool Study Group, on which Britain, the United States, Australia and other countries are represented, is due to take place on October 2. There is little doubt that Australia, South Africa and New Zealand will attempt to preserve the free market. The Americans, on the other hand, want an allocation system, with wool officially declared to be a scarce commodity, and this, of course, would kill the free market. Already it has been announced by the Board of Trade that there will be increases in wholesaler's and retailer's maximum prices of both cotton and woollen goods

THE INDIAN PRIME MINISTER VISITS DEVASTATED ASSAM: Pandit Nehru (right) crossing an improvised bamboo bridge in company with the Governor of Assam and his daughter when he spent three days in the earthquake zone. The earthquakes have caused the utmost havoc in the province. Heavily wooded Himalayan slopes have plunged headlong into the valleys, damming the mighty Brahmaputra River and causing widespread flooding in the agriculturally rich 1,000 sq. mile Subansari Basin. The damage is estimated at £4,000,000, the losses of the big tea companies alone amounting to £1,500,000. Altogether about 500,000 people are said to have suffered in varying degree

LAST RITES IN THE LOBBY OF A MANHATTAN OFFICE: Father O'Connell of St. Patrick's Cathedral administering the last rites of the Church to Joseph Gilgar, a messenger, after he had been shot down in cold blood at the same time as Harold O'Connor, who is seen lying on the ground (left). The two men were carrying a payroll of over 23,000 dollars, when three gunmen attacked them in the lobby of No. 625, Madison Avenue. The gunmen made off with the cash, leaving the two messengers in a dying condition. Later, after blood transfusions, it was announced from hospital that the two men had a good chance of recovery

CLIMBING THE MATTERHORN BY MOTOR-CYCLE: Mr. H. Nigg and Mr. A. Desarzens, two Alpinists from Sitten, Switzerland, who have recently scaled part of the Matterhorn on lightweight motor-cycles. At a height of 9,000 ft. they had to use ropes to keep their machines under control. Whatever else they may have achieved they have certainly drawn attention to the merits of the 125-cc. lightweight cycle as a climber

NIGHT WORK ON THE MOUNT MORRIS DAM IN NEW YORK STATE: The dam, which is being constructed across the Genessee River near Rochester by the United States Army Corps of Engineers, and is designed primarily for flood control, is seen illuminated to allow of operations being carried on night and day. The dam, begun in March 1948, is now 62 per cent. completed. Up to date 475,000 cubic yards of concrete have been poured and 11,000,000 lb. of ice used to keep the concrete at the proper pouring temperature of about 70 degrees. Altogether the dam requires about 800,000 cubic yards of concrete. This enormous quantity can be appreciated when it is realised that 35 cubic yards make a freight carload

THE GREAT PARDON AT LAMPAUL: A bishop, priests, leading citizens and lace-bonneted fisherfolk walking in procession to the sea during the annual pardon at this port in far-Western Brittany. This is the season of the pardons in Brittany. They are as old as the race itself, and are accurate reflections of the Breton soul and faith. The origin of the name is in the Church's practice of granting plenary indulgence on Saints' days to pardon any sins committed by the faithful. In this picture a fishing-net and crossed oars form an archway for the marching column. Lobster pots are piled beneath the archway

THE CHILDREN OF LAMPAUL: The girls in white and the boys in sombre black are marshalled by the priest on the morning of the pardon. The great cross in the centre of the procession is surmounted by the French national colours. In each village and hamlet in Brittany there is at least one pardon every year, and each one is marked by its own ceremonies peculiar to the neighbourhood

SILHOUETTED AGAINST THE SEA: The children of Lampaul leading the procession along the coast. The procession always pauses beside a crucifix on the coast, where the priest holds a brief service of benediction of the sea. Sometimes the end of the pardon is marked by a great bonfire

THE SACRED VESSEL AND EMBROIDERED BANNERS ARE CARRIED IN PROCESSION: ***Left*****—Under an ornate canopy flanked by incense-bearers a priest walks with the monstrance in the pardon of Le Croisic.** ***Right*****—The procession at Lampaul passes a shepherd boy asleep in the field. When the wind beats high on the Breton coast, carrying these banners can be an exhausting labour for the young people who take part in the long procession through the countryside and along the rockbound Atlantic shore**

Of the five classes of pardon which succeed each other in Brittany between Easter and Michaelmas, the chief is the Pardon of the Sea.

All along the Breton coast these pardons take place, bishops, priests and people going in procession with banners and relics to invoke the protection of the Breton Saints, of whom there are so many, although not all of them recognised in Rome.

St. Anne, traditionally the mother of the Blessed Virgin, and chief Patron Saint of Brittany, is invoked at many of these pardons, notably at Treboul and St. Anne de la Palude, both of which are on the storm-swept Bay of Douarnenez. The bay is the centre of the great fisheries of Finisterre.

In the processions which take place at these pardons the figures of the saints are proudly carried by women specially chosen for the honour. Local relics are borne by the priests often under magnificent canopies. For 600 years these pardons have existed, and for 200 years the rites and customs observed have been practically unchanged. Year after year the people have trudged to the scene of the pardons, often slept in the open with their baggage beside them, performed a toilet by the banks of a stream, and turned up on the following morning in wonderful velvets and spotlessly laundered muslin and lace. At the smaller pardons, more localised in appeal, this does not, of course, happen to the same extent, but it is remarkable from what distances the faithful come.

To-day the tides of old and new mingle on the Breton shore, and not all who come to the pardons are in picturesque costume. There are tourists, too, in considerable numbers. At Treboul, at Lampaul and at Le Croisic, however, you can still see the weather-beaten fisherman carrying his candle in the procession in fulfilment of a vow, or bearing as a votive offering a piece of wood from a wreck from which he has escaped. The calm, sweet, strong-faced women still fulfil their vows with rosary and lighted taper, and bring to the pardons small wondering children to whom at first the merrymakings of the fair which follow the religious observances are the chief attraction.

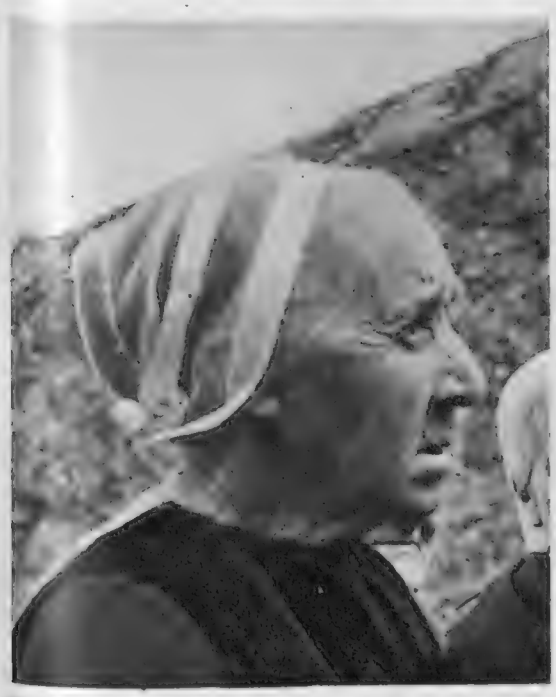
BRITTANY: THE LAND OF PARDONS

IN EACH HAMLET AND FISHING VILLAGE THE PEOPLE TESTIFY TO THEIR FAITH

THE PARDON AT TREBOUL, A BRETON FISHING PORT IN THE BAY OF DOUARNENEZ : *Left*—Singing as they march with the cross along the rocky coast, the people of Treboul celebrate in traditional fashion. *Right*—Entering the church after the procession. In the churchyard merchants have set up stalls where children's toys and sweetmeats are displayed in abundance. Treboul lies in the far-western department of Finisterre, its rocky coast open to the full force of the Atlantic rollers which come in between the Cap de la Chevre and the Point du Raz. It is near St. Anne de la Palude, greatest of the Breton pilgrim places

IN A COTTA OF BRETON LACE : A member of the choir walks in the procession at Treboul. The children always play a big part in the pardons

VIGNETTES AT LE CROISIC : *Left*—Eager youths, after completing the circuit of the village in the great procession, carry into the church a miniature sailing vessel which represents the souls of fishermen of Le Croisic who have been lost at sea. *Right*—A fisherman of Le Croisic, carrying a spider-crab which he has bought for his family's dinner, pauses on the way home to admire the flower-decorated roadway along which the pardon procession had passed



THE FISHERFOLK OF THE BRETON COAST IN THEIR UNIQUE HEADDRESSES : *Left*—A woman of Treboul, whose unremitting toil is reflected in the stern cast of her features. The pardon provides one of her few holidays of the year. *Centre*—A Breton woman at Concarneau listens at the ceremony of the benediction of the sea. Her exquisite lace cap is a family heirloom worn by her mother and her grandmother before her. *Right*—A woman of Lampaul

CANADA'S ATOMIC PILE

The most powerful of all known nuclear reactors is the heavy-water pile of the atomic energy project at Chalk River, Ontario, under the direction of the National Research Council of Canada.

This atomic furnace, which has the highest influx of thermal neutrons ever recorded, offers unique facilities for the collection of fundamental data on atomic energy. How keenly these advantages are realised by scientists working at the Canadian project may be judged from the mass of experimental equipment literally "piled up" around the face of the reactor. Concentrated beams of neutrons, emerging from the various openings that may be seen on the reactor, are guided into these assemblies, which are aligned like spokes on a wheel on which the reactor forms the hub. The instrument in the centre of the picture (where the young lady is working) is a neutron spectrometer. This is used to determine the structure of certain chemical compounds. Above the spectrometer and nearer the face of the pile is the apparatus with which the neutron, a part of the inner core of the atom, was shown to be unstable and to have a half-life of a few minutes. Neutrons are released in the pile in enormous numbers, and serve to produce isotopes of any kind of atoms. Isotopes are already being used in biological, agricultural and medical fields, as well as in industry. The assembly at the right of the picture is a special type of electron pair spectrometer. This apparatus makes it possible to investigate energy levels within the very core of the atoms. Some of the new and important results obtained by means of the equipment shown in this picture were presented recently at meetings and conferences, such as the World Power Conference in London.

THE MOST POWERFUL OF ALL KNOWN NUCLEAR REACTORS, THE HEAVY-WATER PILE OF THE ATOMIC ENERGY PROJECT AT CHALK RIVER, ONTARIO: This atomic furnace offers unique facilities for the collection of data on atomic energy, and it allows of the investigation of energy levels within the very core of the atoms. The pile is proof that the Dominion of Canada is playing a leading role in the search for practical ways of harnessing atomic energy

BRITAIN'S NEW LIFEBOATS

ONE OF THE TWO NEW AND LARGEST BOATS OF THE ROYAL NATIONAL LIFEBOAT INSTITUTION WHICH HAS BEEN BUILT OF ALUMINIUM ALLOY AT A COST OF £28,000: The two vessels, *St. Cybi* (illustrated above) and *Norman B. Corlett*, are to be delivered to Holyhead and New Brighton respectively

The first two lifeboats of a new type are now going into service around the coasts of Britain. They are the *St. Cybi*, which is joining the service at Holyhead, and the *Norman B. Corlett* at New Brighton. *St. Cybi* has been presented by the Civil Defence Lifeboat Fund and the *Norman B. Corlett* by Mr. W. E. Corlett, of Liverpool, and his son, in memory of another son, drowned in a yachting accident. The two new boats measure 52 ft. by 13 ft. 6 ins., and are powered by two 60-h.p. diesel engines. They are 1 ft. longer than any other lifeboat of the type yet built, and are capable of reaching a speed of nearly 9 knots and travelling for 230 miles without refuelling. There are some 250 air cases in each boat comprising nine watertight compartments. Even if the engine-room should become flooded the engines would continue to function. This was found to be true some years ago when another lifeboat was flooded while going through her trials. The air-intake into the engine-room is above sea-level. The most outstanding feature of the new vessels is the deck cabin, which, like most of the other superstructure, is built of aluminium alloy. The use of aluminium lessens the weight of the superstructure by ½-ton, thereby permitting greater attention to the cabin. In a separate compartment of the deck cabin there is a radio telephone and a paraffin pressure-cooker. The hollow mast, again built of aluminium, is in fact a means of exhaust from the engines.

A THUNDERJET TAKES OFF FROM MANSTON AERODROME, KENT, EN ROUTE TO AMERICA: Colonel David Schilling, a wartime ace of the United States Air Force, setting out on the first attempt in history to fly the Atlantic non-stop in a jet plane. In another Thunderjet was Lieut.-Colonel W. D. Ritchie, of Arkansas. When passing over Prestwick Aerodrome later in the day one of the Thunderjets damaged its refuelling gear, and as a result the two airmen returned to the take-off point. The Republic Thunderjet has been one of the most successful jet types yet developed in the United States. In 1946 the second prototype, flown over the measured course at Muroc, attained a speed of 611 m.p.h.

THE FLIGHT THAT FAILED

AMERICAN THUNDERJETS TURN BACK FROM AN ATLANTIC CROSSING

BEFORE THE TAKE-OFF FROM MANSTON: Lieut.-Colonel W. D. Ritchie (of Arkansas), of the United States Air Force, before setting off from Manston on his attempt to fly the Atlantic in a Thunderjet

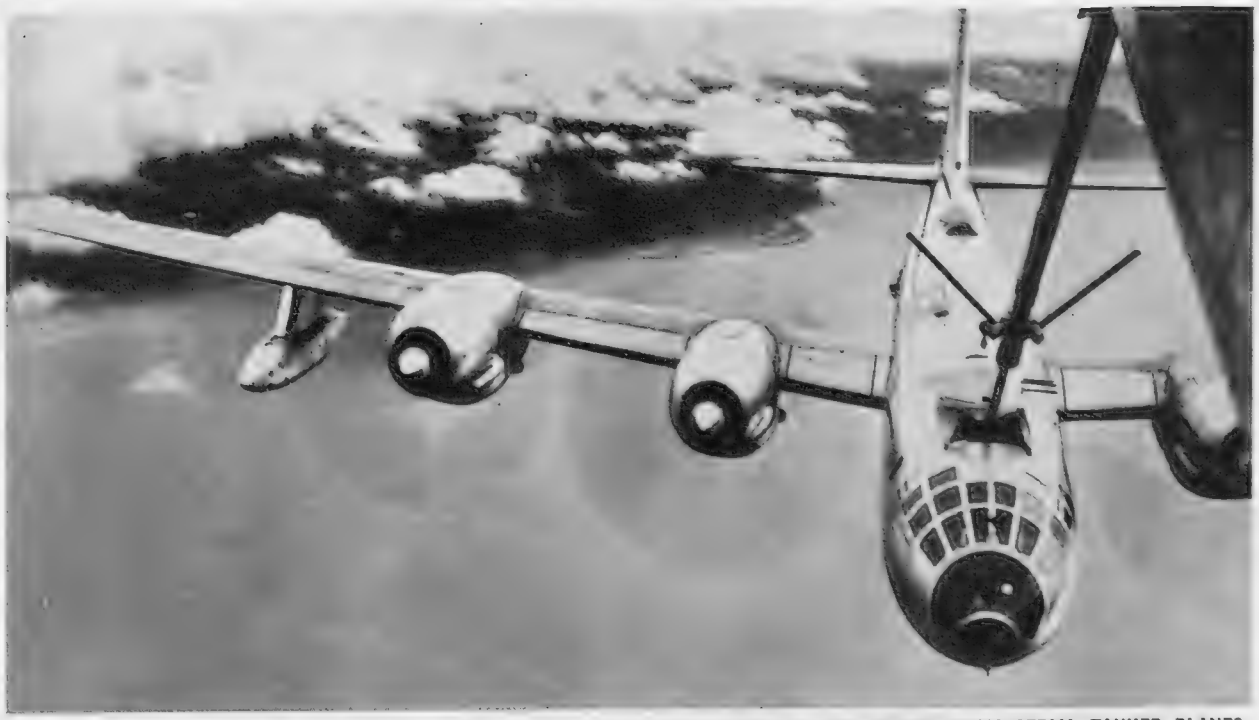
THE FIRST HOSPITAL PLANE CARRYING SERVICE SICK AND WOUNDED: **The air ambulance, with casualties from the Malayan jungle, Malta, and Egypt, landed at Lynham, Wiltshire. The Hastings aircraft carried twenty-nine men and three women patients—none from Korea, although this air ambulance service will be used there, too, if necessary. The electric "fork lift" hoist was used to lower patients from the plane to waiting helpers.** One of the casualties was a nursing sister from Malta. Two of the patients from Malaya were full of praise for the new service. After being wounded they believed at first that it would take weeks before they returned home. Singapore is the main collecting point for Malayan casualties, but it is understood that helicopters are being employed to bring the wounded from the field of battle, descending in clearings in the jungle. The Hastings air ambulance is a product of the Handley Page Company. It accommodates thirty-two stretcher cases and twenty-four sitting cases, four attendants and one ton of medical supplies. There are also versions of the Hastings for freight and for paratroop transport

STICKING ITS NECK OUT—AMERICA'S GIANT BOMBER SEEN IN FLIGHT ABOVE FORT WORTH, WHERE THESE MACHINES ARE NOW ROLLING OFF THE PRODUCTION LINE: The B 36D is a jet-augmented version of the Consolidated Vultee B 36, originally equipped with six 3,500-h.p. piston engines. Mounted in pairs in a pod beneath the bomber's outer wing panels, four J 47 jet engines provide additional power for take-off, improve the rate of climb, and increase the speed. The latest models of the B 36D are being produced at Fort Worth, and the early models are being modernised both at Fort Worth and San Diego, so that all will have the supplementary jet plants

JETS FOR A GIANT

AMERICA'S 139-TON BOMBER NOW FITTED WITH J 47 ENGINES TO SUPPLEMENT THE PISTONS

At left—A B 36D OF THE UNITED STATES AIR FORCE AT THE MOMENT OF TAKE-OFF: The giant bomber leaving the airfield at Fort Worth. The B 36 is the biggest landplane in service in the world, and the only other aircraft to compare with it is the £12,000,000 Brabazon I, which is now running a series of elaborate trials in this country with a view to a fleet of Brabazons being built for the London-New York service. The B 36 was originally powered by six pusher-type engines of 3,500 h.p. each, but now all models new and old are augmented with jets. The B 36 carries 21,000 gallons of petrol, which allows it a service range of 10,000 miles with a 10,000-lb. bomb load. This monster machine weighs 139 tons, has a height of 46 ft., and a length of 163 ft. The wing span is 230 ft., approximately the same as the Brabazon I. The B 36 carries a crew of seventeen and, if designed for civilian use, could take 200 passengers. The United States Air Force has ordered 170 of these giant planes, also an undisclosed additional number under a supplementary estimate. All of them will be assigned to the Strategic Air Command



A SUPERFORTRESS TAKES ON FUEL FROM THE FIRST OF THE NEW-TYPE BOEING KB 29P FLYING BOOM AERIAL TANKER PLANES, WHICH HAVE JUST BEEN DELIVERED TO THE 97TH AERIAL REFUELLING SQUADRON: The new aerial petrol station makes possible the refuelling of United States Air Force bombers at higher speeds and greater altitudes, and at a much faster rate of flow than was possible with earlier refuelling systems. The new system of refuelling, developed by the Boeing Aircraft Company, is carried out by means of a fuel pipe, which is telescoped from the tail of the tanker. The receiving plane flies in towards the rigid pipe and grips it in a fuel-tight joint. The pioneers of the flying petrol pump are the British firm of Flight Refuelling Ltd., sponsored by Sir Alan Cobham. Boeing Aircraft are much later in the field with their method, which obviously owes much to British inventiveness. In time of war one of the petrol pump's great advantages will be to keep jet fighters in the air on long missions, thus defending the bomber aircraft right up to the target

THE INVISIBLE MAN GOES TO WAR

America Develops the Sniperscope, and Other Night-Seeing Devices

In 1946, when so much news of the "now it can be told" variety was being released by naval, army and air force authorities, THE SPHERE published pictures of an infra-red device known as the metascope, used by American para-troopers to guide them to points of assembly, and the sniperscope, used by U.S. Marine and other units to silhouette Japanese troops infiltrating after dark. The sniperscope was successful on Okinawa, where the Japanese fought largely by night. Now these devices are being further developed, and if there is ever another world war it seems that the invisible man, the American soldier equipped with his night-seeing devices, will play a large part in the development of tactics. No doubt he is at work in Korea at this very moment. Since the war the sniperscope has undergone constant improvement at the Engineer Research and Development Laboratories, Fort Belvoir, Virginia. It operates by using an incandescent light source with a filter that allows only invisible infra-red rays to be emitted. Reflections from these infra-red rays are picked up by a special tube which transforms them into actual images. Constructed so that it can be hooked on to a regular rifle or operated independently, the sniperscope unit is easily transportable. It weighs about 4 lb.

WHAT THE INFANTRYMAN SEES IF EQUIPPED WITH THE LATEST NIGHT-SEEING DEVICE DEVELOPED BY THE AMERICAN ARMY: The image within the white circle is viewed through the sniperscope, attached to the rifle carried by the soldier who is seen lying prone. The sniperscope, operated by infra-red rays, was in use in the U.S. Army towards the end of the Pacific War, and now it has been further developed, enabling the user to pin-point a sniper or enemy patrol in total darkness at distances up to 100 yards

A VEHICLE DRIVER WEARING NIGHT-SEEING BINOCULARS: This equipment enables a driver to move forward in total darkness at a speed of 30 m.p.h. The headlamps of his vehicle are masked with infra-red filters, which permit the passage of light visible only to the driver and others similarly equipped

THE INFRA-RED BINOCULARS: This is a rear view of the equipment used by drivers

SEEN THROUGH A SNIPERSCOPE: The patrolling soldier is no longer safe in the dark, as he can be picked up in this fashion in the centre of the eyepiece of the sniperscope. This equipment has been developed by the Americans at their Engineer Research and Development Laboratories situated at Fort Belvoir, Virginia

A TESTING GROUND FOR NIGHT-SEEING DEVICES: Looking down the 200-ft.-long tunnel at Fort Belvoir, Virginia, where all types of infra-red reflectors are at present tried out with special scale models of soldiers placed at intervals along the tunnel

A SOLDIER ASSUMES THE PRONE FIRING POSITION AND SIGHTS THROUGH THE SNIPERSCOPE: The infra-red light source is mounted on his rifle, and the battery power supply is carried on a pack on his back. At Fort Belvoir a generator has lately been developed which will work for nineteen minutes on a single hand-winding. The generator can be operated manually or on a circuit

THE ADJOURNMENT OF THE BIG THREE MEETINGS IN NEW YORK : As the meeting of the Big Three Foreign Ministers with the Ministers of the Benelux Nations comes to a close at the Waldorf-Astoria Hotel on September 19, the officials leave their place at the conference table. At the left is the U.S. Secretary of State, Mr. Dean Acheson, studying his conference notes ; Mr. Ernest Bevin, the British Foreign Minister, huddles in serious conversation with a secretary in the background ; whilst at the right, Mr. Joseph Bech (Foreign Minister of Luxembourg) smiles as he prepares to leave

Mr. VISHINSKY Returns to the U.N. ASSEMBLY in New York

The fifth regular session of the General Assembly of the United Nations opened at Flushing Meadows in New York on September 19. For this, M. Vishinsky, the Russian Foreign Minister, was present in person ; his decision to appear came as something of a surprise to other delegates. There were rumours that American longshoremen would refuse to handle M. Vishinsky's luggage and that of his party of twelve, but Union chiefs ordered that such action was not to be taken by the men.

It was not long before the Russian Foreign Minister's name was again prominent in the news. After Mr. Dean Acheson had called, at the United Nations, for a renewed effort to unite the free world in resistance to the "new imperialism" directed by the Russian leaders, M. Vishinsky made one of his typical "warmongering" denunciations and took the opportunity once again of launching into a series of typical Communistic propagandist statements.

ANOTHER RUSSIAN PROTEST IS MADE BY M. JACOB MALIK AGAINST GENERAL MACARTHUR : Seated alongside Mr. Trygve Lie, the Secretary-General of the United Nations, M. Malik was protesting at Lake Success against the inclusion of a new MacArthur report to the Council. The General had declared that he had positive proof of Soviet and Chinese aid to the North Koreans as late as 1950

THE SOVIET FOREIGN MINISTER, M. ANDREI VISHINSKY, AT THE START OF THE FIFTH REGULAR SESSION OF THE UNITED NATIONS GENERAL ASSEMBLY AT FLUSHING MEADOWS ON SEPTEMBER 19. Seated with him is M. Jacob Malik, who acted last month as the President of the Council

THE AMERICAN DELEGATE DEMONSTRATES A RUSSIAN GUN TO THE SECURITY COUNCIL : To substantiate his charge that Russia has been supplying arms to North Korea, Mr. Warren Austin pulled a Russian-made sub-machine gun from beneath his table and brandished it before the members to reinforce his arguments. The gun, dated 1950, was captured by American troops now in the battle line in Korea. Also seen in this picture are Mr. C. E. Zinchenko, the Assistant Secretary-General (on left) ; Mr. Ales Bebler, the Yugoslavian delegate (on the right) ; and Mr. Ernest Gross, the Deputy U.S. delegate, between Mr. Warren Austin and Mr. Bebler

HOW HISTORY IS RECORDED : Mr. Harold Schutzman checking the recording system at Flushing. The various speeches made at the General Assembly are received in this special recording room and a permanent record is made. These are then filed for future reference

THE CELEBRATED ABBEY CHURCH OF IONA SET AGAINST THE BACKGROUND OF THE HILLS OF MULL : The eighth Duke of Argyll presented the ruins of Iona Cathedral to the Church of Scotland and, partly restored, the cathedral was reopened in 1905. Here, where St. Columba first laid foundations at the dawn of the Christian era in Britain, the restoration of the monastery round the cathedral now continues, the work going ahead under the superintendence of the island's evangelist, Dr. George Macleod, formerly a pastor in the Glasgow slums

TIMBER TO ROOF THE DORMITORY, A BUILDING WITH A KITCHEN AND TWENTY-TWO BEDROOMS : Ministers and theological students working in the precincts of the monastery at Iona. The timber is a gift from New Zealand. Timber is also coming from Canada, and this will be used for the cloisters, which are being restored with money provided by about 2,000 Canadian and American friends of the Iona Community

IONA RISES ANEW

The Restoration of the Famous Abbey

St. Columba, the Irish saint of high descent, who was born in Donegal in the sixth century, set out in his forty-second year, accompanied by only twelve disciples, on a mission destined to bring the Christian gospel to all Britain.

In 563 St. Columba and his disciples found a resting-place on Iona, a lonely island of the Inner Hebrides, and, having planted a monastery there, they began the great work of converting the Pictish tribes.

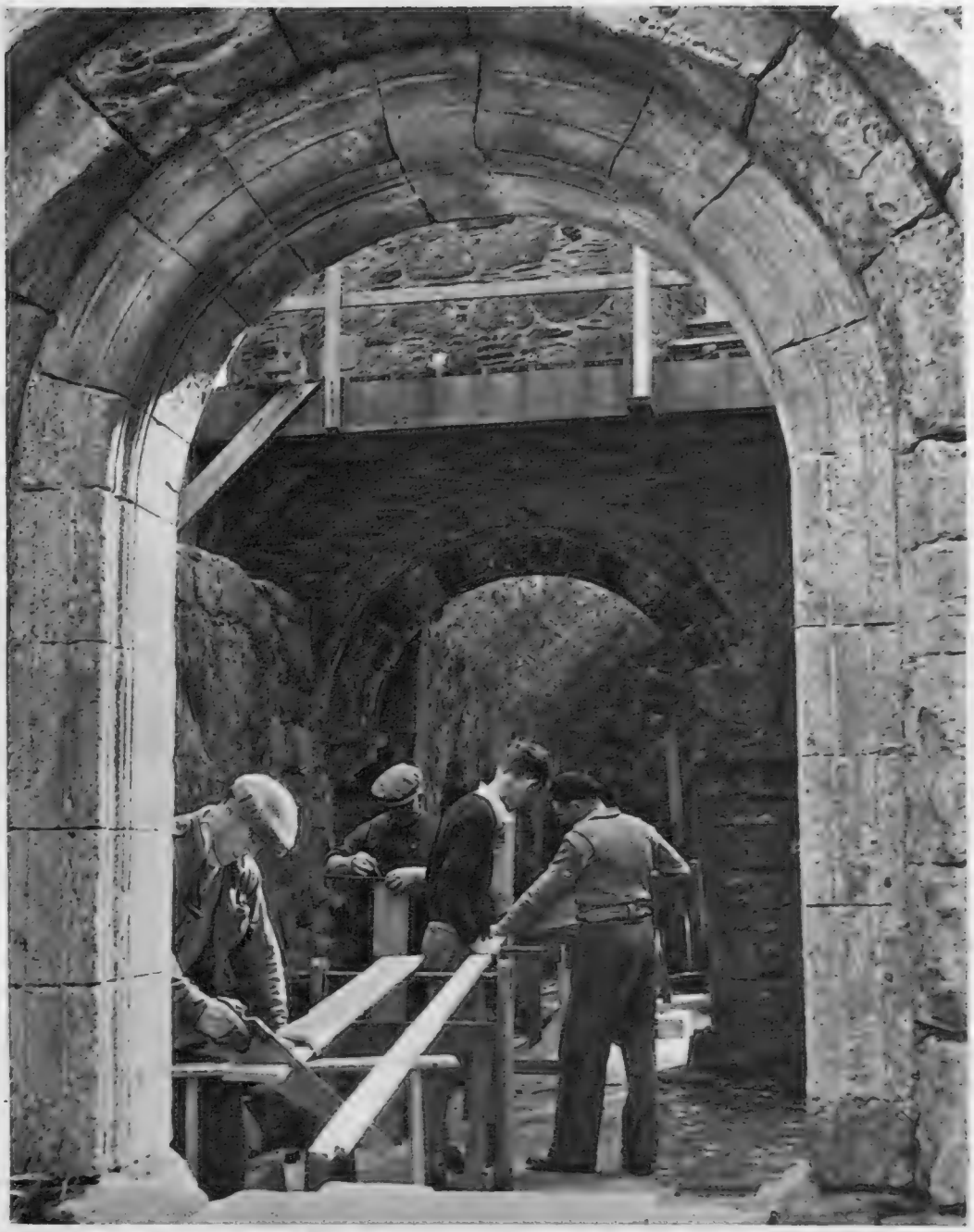
From the outset St. Columba's missionary efforts were highly successful, but unfortunately very little is known of the way in which he effected his purpose. Certain it is that by preaching and example the gospel spread far and wide. In due time, indeed, Bishop Aidan, the luminary of the north, came with his Columban monks to make Lindisfarne the Iona of England.

In the ninth century Iona was made a bishopric, which was later in the province of Trondheim, Norway at that time having rights over the Hebrides. The bishopric became extinct; but about 1507 a new one was created, that of the Isles. The Abbey Church of St. Mary was made the cathedral. This was destroyed in the Reformation, and the site was long the property of the Dukes of Argyll, until the eighth Duke presented the ruins to the Church of Scotland. These were partly restored at the beginning of the century.

Now the work of restoring the monastery goes ahead, and it is proving one of the most striking religious experiments of modern times. The guiding force behind the experiment is Dr. George Macleod, who once worked in the industrial Parish of Govan, amid the worst of Glasgow slums. A Socialist, he believes that only Christianity can humanise the welfare State. After eight years in Govan, Macleod made up his mind to start work in Iona, founding a community of artisans, preachers and students who would live the Christian life, and who would have as their main task the rebuilding of the monastery round the Abbey Church. This fellowship of craftsmen, with ministers, students and visitors all eating, working, discussing, learning and worshipping together is the essence of the Iona Community. It has something of the spirit of St. Columba, but it belongs essentially to the modern world. The Iona Community has 50 full members, 180 minister associates and 10,000 "friends," each paying 5s. a year or more. Hundreds of people come every year to the two youth camps run under its auspices, and slowly but surely Iona rises anew, great in architecture, but greater still in its spiritual contribution to an ailing world.

RAFTSMEN AT WORK ON THE DORMITORY: They are sorting out equipment before the start of operations. They have already rebuilt the Refectory with timber given by Norwegian supporters of Iona

ODERN SCULPTURAL WORK AT IONA: *Above and below*—These carved heads flank one of the windows of the monastery. Much of the sculptural work has been inspired by Bill Amos, a mason from Edinburgh, who, when he started work at Iona in 1938, began to collect round him a team of skilled masons



THE ENTRANCE TO THE NEW DORMITORY: In the background is Callum McPherson, an expert joiner, who is in charge of the rebuilding operations at Iona Monastery. The Iona Community to-day is really a fellowship of craftsmen with ministers, students and visitors co-operating. Hundreds of young people have visited the youth camps run under the auspices of the Iona community

THE WALLS OF THE DORMITORY BEGIN TO RISE: Men at work on the new building. It was only in mid-August that the last of the materials arrived for the rebuilding of the dormitory, a cargo of timber from New Zealand which was in part unloaded by moonlight by a band of volunteer workers

LOOKING ACROSS THE VALE OF AYLESBURY TO THE CHILTERNS FROM ASCOTT, THE GROUNDS AND PROPERTY WHICH MR. AND MRS. ANTHONY DE ROTHSCHILD HAVE PRESENTED TO THE NATION, TOGETHER WITH THEIR COLLECTION OF PICTURES AND PORCELAIN: Ascott, near Wing, Buckinghamshire, will now be under the control of the National Trust, and there will be a fund to maintain the house and grounds. The Rothschild family will continue to live at Ascott. The public will be admitted in 1951

ABINGER ROUGHS—ANOTHER BEAUTY SPOT FOR THE NATION: This is part of the area of 270 acres of land near Abinger Hammer, Surrey, which now passes into the hands of the National Trust. The Roughs is a wooded ridge of 99 acres lying north of the Guildford-Dorking Road. This valuable addition to the land under preservation by the Trust in this district has been acquired through the Treasury from the executors of Lord Farrer by the operation of the National Land Fund. There will be full public access to the Roughs, which contain fine clumps of Scots pines and give some splendid views in all directions. Near the north-east corner is a stone cross marking the spot where Bishop Samuel Wilberforce was killed while out riding in 1873. There will be a public handing-over ceremony at the Bishop's Cross to-day, Saturday, September 30

ASCOTT—THE NEW PROPERTY OF THE NATIONAL TRUST: The half-timbered house at Wing, Buckinghamshire, which Mr. and Mrs. Anthony de Rothschild have presented to the nation. The original Ascott was built at the beginning of the seventeenth century as a small yeoman's dwelling, and it was afterwards used as a farmhouse. A small black panel with the date 1607 is now to be seen let into the beam across the top of the front door. The house was almost wholly rebuilt and enlarged during the '70's

The HOME NEWS in PICTURES

A RECORD OF EVENTS IN LONDON AND THE PROVINCES

THE SCALA THEATRE EXHIBITION IN LONDON: Left to right—The Earl of Harewood, who opened the exhibition in Belgrave Square, Signor Antonio Chiringhelli, Director-General of the Scala and one of the two men responsible for its post-war revival, the Countess of Harewood, Maestro Gido Cantelli, the conductor, Duke Tommaso Gallarati Scotti, Italian Ambassador in London, Signor Calzini and Maestro Gheddinni seen together at the inauguration. The exhibition coincided with the Scala Company's arrival in London from Edinburgh, where they gave a series of brilliant performances during the recent Festival. Their Covent Garden appearances provided a succession of triumphs

THE WEDDING OF THE YEAR IN DUBLIN: Captain Basil de las Casas leaving St. Patrick's Cathedral with his bride, the former Miss Neelia Plunket, daughter of the late Hon. Brindley Plunket. Captain Basil de las Casas is an officer of the Royal Irish Hussars. The bride was given away by her cousin, Lord Moyne. She wore a Worth gown of silver lamé with a full skirt and long sleeves. Six hundred guests attended the reception held at Luttrelstown Castle, Clonsilla, County Dublin

UTHBOURNE OVERCLIFFE DRIVE IS IN A SORRY STATE—SEA EROSION ON THE SOUTH COAST CONTINUES AT AN ALARMING RATE: Mr. Frank Comer, Secretary of the Southbourne (Bournemouth) Cliff Association, looks out of his car window at the spot where the latest Channel gales have devoured huge portions of the cliffs. Visitors to the resort have noticed how much deterioration has taken place even during the past decade. Residents along the cliffs formed their association in order to carry out some preventive measure. Since 1949 they have been asking the authorities for a sea wall to stop further erosion

THEIR HOUSES ONCE HAD GARDENS, NOW THE CLIFFS ARE AT THEIR BACKDOOR: During the past season Bournemouth, Boscombe and Southbourne have all experienced heavy seas and at times the water has changed little at both high and low tides. At the height of the season a cliff fall at Southbourne partly buried a woman, who was later rescued. Sections of the beach are roped off and danger notice-boards warn the holiday-makers to keep clear of the cliffs. During the high winds sand and stones can be seen falling in a gentle trickle down to the beach. The remains of various fallen concrete objects may be seen at several places along the beach, and at more than one point on the way to Hengistbury Head the houses appear to be dangerously near the cliff-edge

E AFTERMATH OF A GUSTY WEEK-END AT ULLSWATER, IN THE LAKE DISTRICT—THE 98-FT. PLEASURE STEAMER "LADY OF THE LAKE" SINKS AT HER MOORINGS AT POOLEY BRIDGE: The ill-fated vessel with only her wheel-house and funnel protruding above the water. During the week-end, when the *Lady of the Lake* capsized, gusts reaching a velocity of 80 m.p.h. were reported around Britain's coasts. Shipping was held up and the mountainous seas battered the sea walls at various places

THE SCAFFOLDING IS REMOVED FROM THE RESTORED OLD VIC THEATRE: The theatre as it appears to-day, almost ready for the start of the season and with all traces of bomb damage removed. The reopening of the Old Vic in November will be followed by the longest season in the history of this theatre. It will last until August and will thus enable the Old Vic Company to play its part in the Festival of Britain. In the first few months of the season each play produced will be given a run of about two weeks before it takes its turn in the repertory arranged for the festival. The play chosen to reopen the theatre in November is *Twelfth Night*. This will be produced by Mr. Hugh Hunt, with a cast including Roger Livesey as Sir Toby Belch, and Alec Clunes as Orsino

NASS ATTACK ON UNEXPLODED MISSILES TO ENSURE THE SAFETY OF HOLIDAY-MAKERS IN NORTH WALES: Polish voluntary workers use the latest type of mine detector in their search, organised by Western Command, for dangerous, unexploded missiles left after training troops on the Sychant Pass, near Penmaenmawr, North Wales, during the last war

SIX NATIONS HUNT FOR WAR RELICS IN THE WELSH MOUNTAINS: Voluntary workers, including Poles and other nationals domiciled in England, police and local inhabitants conducting a visual search for unexploded missiles, including some as small as the plastic bomb which is especially dangerous to the many children who frequent this area during the holidays. This work has been in progress ever since the end of the war, area by area being dealt with as the War Office gradually released the land. It is a very exacting job, which involves searching land overgrown with bracken and heather

PRESERVING AN OLD MILL IN CONSTABLE'S COUNTRY: An appeal has been issued by the owner, Colonel T. S. Irwin, and the people of Holton (which may be linked with that of the East Suffolk County Council) for restoring the exterior of the St. Peter mill near Halesworth. This is the last remaining post-mill in this district of Suffolk, and although it has not been used for about fifty years the interior is still in fairly good order. The post-mill differs from the more modern tower-mill by reason of the fact that it revolves as a whole on a central vertical pivot, embedded in the masonry base. The more familiar tower-mill has a fixed body and a revolving top, the sails being kept square to the mill automatically by a rear fantail

RESTORING CHISWICK HOUSE

And Other News of "Ancient Monuments"

THE SALE OF THE WATERMILL AT HEMINGFORD GREY, NEAR ST. IVES. This was the last of the wooden mills to remain working in the Huntingdonshire district. The last family worked the mill for about 200 years, but, now that it has been sold, it is not likely to be used as a mill again. It stands on the site of a mill mentioned in the Domesday Book. There is a similar mill on the Ouse at Houghton, about a mile distant. This is now a youth hostel

REPRIEVE FOR A STATELY HOME IN GREATER LONDON: Mount Clare, Roehampton, scheduled as an "Ancient Monument," is now being restored, although at one time it appeared likely the L.C.C. would order its demolition. It is an attractive example of the English mansion, and the Society for the Protection of Ancient Buildings is trying to find a suitable tenant. Members of the Royal Family once stayed at Mount Clare

THE RESTORATION OF CHISWICK HOUSE AFTER YEARS OF NEGLECT AND CONTROVERSY: *Left*—The West front of Chiswick House clothed in scaffolding, and beside it one of the wings to be demolished as out of keeping with the remainder of the building. *Right*—The East front of the mansion. In the foreground men are moving into position a steel girder for strengthening the roof. Once the home of the Dukes of Devonshire, Chiswick House now belongs to the nation, and its future, once in jeopardy, is now assured. It was built by the third Earl of Burlington

Some years ago Chiswick House, one of the finest examples of a house built in this country in the style of Palladio, was acquired by Brentford and Chiswick Council from the Duke of Devonshire, the intention being to use it as a local museum or as a social centre for the neighbourhood, which had comparatively few amenities. It was felt that the 68 acres of grounds would be ideal for public recreation. After the war, however, it was pointed out that Chiswick House was being shamefully neglected, and in 1947 questions were actually asked in Parliament. It was urged by the Marquess of Salisbury that it would be better to entrust the place to the Ministry of Works, and eventually Middlesex County Council (in conjunction with Brentford and Chiswick Council) stepped in and made that offer. Work is now in progress on the restoration of the building, and, oddly enough, it starts with the demolition of the wings, which are out of keeping with the main structure. After that work will go ahead on the general restoration of doors and windows, and new ceilings will be added in keeping with the style of the building. Chiswick House, which was built in 1727-36 by the third Earl of Burlington (an amateur architect) with the aid of Colin Campbell and William Kent, was for a short time the home of King Edward VII and Queen Alexandra when Prince and Princess of Wales. When restored, it has been stated that "it will be as perfect a gem of architectural beauty as Inigo Jones's miniature palace at Greenwich, and in its own setting will rival the Petit Trianon at Versailles." It will certainly be one of the show-places of London.

THE QUEEN IN FIFE—HER MAJESTY LEAVING NEW BURGH STATION WITH THE EARL OF ELGIN, LORD LIEUTENANT OF FIFE: In her tour of East Fife, the Queen visited Newburgh, Newport, Tayport, Crail, Anstruther, Pittenweem, St. Morance and Elie. On the following day Her Majesty was at St. Andrews for the 500th anniversary celebrations

THE QUEEN RECEIVES AN OFFICIAL WELCOME AT ST. ANDREWS: The Provost of the University town reading the address outside the town hall. Later the Queen attended the 500th anniversary celebrations held at St. Salvator's College, St. Andrews University

THE QUEEN'S SCOTTISH TOUR

Princess Margaret at Perth; A Visit to Bowerswell House

The people of seven East Fife burghs, and crowds gathered at key points in the countryside, gave the Queen a royal welcome to the "kingdom" during her 72-mile tour. In the quaint old fishing towns thousands of citizens, cheering and waving flags, surged forward round the Royal car, and in inland villages and at every corner and cross-road knots of people helped to make the drive one long triumphal procession. Many of the burghs had not had a Royal visitor for almost three centuries. On the following day Her Majesty was in St. Andrews for the quincentenary of St. Salvator's, "the first college in Scotland's first university"

PRINCESS MARGARET ATTENDS PERTH HUNT RACES: The Princess crossing the course with the Marquess of Lansdowne, the preses of the hunt. The Princess also attended the second hunt ball on the first evening of the races. There had been a first hunt ball the previous evening

PRINCESS MARGARET WITH THE OLDEST RESIDENT: The Princess talking with ninety-one-year-old Miss Mary Knight after she had opened the Bowerswell Home for Old People, which is the Perth War Memorial for the Second World War. The Princess motored to Perth from Downie Park, where she was staying with the Earl and Countess of Airlie

A crowd of over 8,000 people watched Princess Margaret open the Bowerswell Home for Old People at Perth, and the ceremony was the climax of a festival day for the city. Before the opening ceremony at Bowerswell the Princess shook hands with each of the sixteen residents, and there was a special word for the veteran of them all, Miss Mary Knight. Introducing the Princess, Lord Provost Primrose said Perth's War Memorial had received the support of every citizen. The community had wholeheartedly co-operated in generously providing both money and service, and the result was a home independent of any aid from local authority or State

THE BROMLEY AND DISTRICT AMATEUR THEATRE GUILD'S PRODUCTION OF LOUIS NAPOLEON PARKER'S COMEDY "POMANDER WALK," PRESENTED IN THE LIBRARY GARDENS AT BROMLEY, KENT: This was the spot-lit setting for the play which was presented with great success last week, in part to aid the Mayor of Bromley's Christmas Fund, and in part to provide funds for a permanent theatre for the Guild. The stage was over 100 ft. in width and 50 ft. in depth, leading back to a lake

"POMANDER WALK" IN BROMLEY

Local Amateurs in a Brilliant Theatrical Revival

When Basil Radford visited Bromley last week to see the Bromley and District Amateur Theatre Guild's production of *Pomander Walk* he is said to have been so impressed with the performance of the local amateurs that he declared their production was good enough to go on tour, just as it stood. This is the second year in succession the Guild has scored an overwhelming success. Last year it was *A Midsummer Night's Dream*, but *Pomander Walk* is clearly an even better effort, and it is to be hoped that it will bring the Bromley enthusiasts nearer their goal of having a theatre of their own. Already they have the ground for the theatre. It has been offered by Major-General Norman, a local resident, at a nominal rent, and now it is up to the company to earn sufficient money to start building operations. The Guild, which now seems set fair for success, came into being in 1949. Before that there was a large number of amateur dramatic groups in Bromley, each entirely dependent for members and audiences on their own little communities. It was soon recognised that some scheme of central control was needed, and so, after an inaugural meeting in the autumn of 1948 and in an atmosphere of considerable enthusiasm, the Bromley and District Amateur Theatre Guild came into being in the following year. The present production is by Norman Gass.

LIFE IN POMANDER WALK: A scene from Act I of Louis Napoleon Parker's comedy as presented by the Bromley Amateurs. The play had its first run at the London Playhouse in 1911, when Cyril Maude, who has given his blessing to the present production, played the part of Sir Peter Antrobus. From left to right are: Ruth Pennymint (Margaret Paice), Jerome Brooke-Hoskyn (Bert Melluish), Mrs. Poskett (Nora Minty), Muffin Man (Jock Butler), Jane (Sheila Buckland), Rev. Dr. Sternroyd (W. Morgan Jones), with Sir Peter Antrobus (Joe Merrill) at window and his servant Jim (Harold Armstrong) at the door

THE REV. DR. STERNROYD EXPRESSES HIS VIEWS: Paying due attention to his words of wisdom are (on left) Lieutenant John Sayle (John Barley), Ruth Pennymint (Margaret Paice) and Barbara Pennymint (Mary Cairns). On the right are Jerome Brooke-Hoskyn (Bert Melluish), Admiral Sir Peter Antrobus (Joe Merrill), Marjolaine Lachesnais (Beryl Frisby) and Mrs. Poskett (Nora Minty). Miss Beryl Frisby scored a personal triumph in the part of Marjolaine

BARBARA PENNYMINT AND MARJOLAINE LACHESNAIS CALL ON LIEUTENANT SAYLE: Mary Cairns, Beryl Frisby and John Barley in a romantic moment

BARON OTFORD MEETS HIS OLD SWEETHEART, MADAME LACHESNAIS, WHEN HE VISITS POMANDER WALK: Harry Thorn plays the part of the Baron and Sylvia Love the part of Madame Lachesnais

ST. MATTHEW'S DAY IN ST. PAUL'S CATHEDRAL—THE FEAST DAY CHOSEN FOR THE CONSECRATION OF THE BISHOP SUFFRAGAN OF WILLESDEN: The Archbishop of Canterbury, Dr. Geoffrey Fisher, is seen seated at the entrance into the choir during the Consecration Service. In this picture the cleaned interior of the Cathedral is shown to great advantage and the temporary High Altar is seen in its present position, to which place it was finally moved after several alterations and repairs had been made

TWO ARCHBISHOPS AT A ST. PAUL'S CONSECRATION

CANON ELLISON IS MADE BISHOP SUFFRAGAN OF WILLESDEN

TWO ENGLISH PRIMATES TOGETHER AT A BISHOP'S CONSECRATION—THE CONSECRATION OF THE NEW BISHOP SUFFRAGAN OF WILLESDEN: Canon Gerald Alexander Ellison, Vicar of St. Mark's, Portsea, kneels before the Archbishop of Canterbury during the service. Dr. Garbett, Archbishop of York, is standing just behind Dr. Fisher on the left. Dr. Wand is standing next to the Archbishop of York

Canon Ellison, lately Vicar of St. Mark's, Portsea, and Honorary Canon of Portsmouth, had the distinction of being probably the first Anglican Bishop to have both the Archbishops of Canterbury and York at his Consecration. Dr. Garbett journeyed south to the Province of Canterbury to witness the service as Canon Ellison had at one time been his chaplain at both Winchester and York. The new bishop succeeds the Rt. Rev. E. M. Gresford-Jones, who is translated to St. Albans

"THEN THE ARCHBISHOPS AND BISHOPS PRESENT SHALL LAY THEIR HANDS UPON THE HEAD OF THE ELECTED BISHOP": This was the climax of the Consecration Service at St. Paul's, when Canon Ellison became Bishop Suffragan of Willesden. *On left*—The Archbishop of Canterbury leads the new Bishop Suffragan from the altar of St. Paul's at the conclusion of the service. The Consecration of a Bishop, like the Ordination Service, takes place during the Celebration of the Eucharist

The World of Books—By VERNON FANE

THE GREAT WARSAW UPRISING

General Bor-Komorowski Tells the Story of "The Secret Army," a Sombre Chapter in European History

GENERAL BOR-KOMOROWSKI'S book, THE SECRET ARMY (Gollancz. 21s.), tells the story of one of the most heroic and certainly one of the most tragic of the war's chapters; that of Poland's underground fight for existence as a State and as a people. In 1939, when Poland was overrun, some of the Polish Army officers, the General among them, escaped to France, and from there began to organise small groups of resistance. Of this underground army he was one of the principal figures, and from 1943 its commander-in-chief, for he journeyed secretly back to Cracow to weld the groups into one co-ordinated force, and into one command. The Polish Underground Army was one of the most extraordinary organisations that have ever existed, in the light of their overwhelming difficulty in surviving, in the first place, and in carrying out any kind of work, in the second. Nevertheless, they were able somehow to set up printing presses and munition works; to forge the essential papers that allowed them to move about with any degree of freedom, and to set up courts by which Germans guilty of atrocities were sentenced and executed. As the years of the war went by and their situation grew more desperate, the army grew in numbers until finally even little boys were fighting with them and hurling bottles of petrol at the German tanks. The great Warsaw uprising at the end is history, but in this book we learn of it in military and human detail, and it would be hard to find reading more sombre, or richer in human courage.

As Deputy Military Governor and later Governor in Germany for four years from the end of the war, General Lucius Clay is in a position to write one of the most authoritative of contemporary military books, and this he has done in DECISION IN GERMANY (Heinemann. 21s.), which will rank as a remarkable source for historians of this period for years to come. As befits a soldier, General Clay not only writes with clarity and point, but has marshalled his material into such order, as witness the tabulation of his footnotes, as not even a crack regiment could excel.

Whatever is the exact opposite Iron Curtain procedure, whatever is the reverse of devious, that is the term to apply to General Clay's book, which is not only forthright in its conclusions, but completely candid in its exposition of the myriad problems which he, with the Allied Control Council, had daily to face.

Mr. Gollancz, to whose discernment as a publisher I have frequently paid tribute, has filled the front, back and flaps of WORLDS IN COLLISION, by I. Velikovsky (15s.), with what must be a record-busting blurb. Mostly it is about the hubbub the book caused in the U.S.A., where the scholastic and academic clients of Macmillan's denounced it as specious nonsense. Although it was already a best-seller, this firm decided to yield to the protests of their textbook customers, and handed it over to Doubleday's, who cheerfully accepted the burden. All this is very unusual, and Mr. Gollancz makes the most of it.

What is it all about? Briefly, it is an explanation, in pseudo-scientific terms, of the plagues of Egypt and the Exodus of the Israelites from that stricken land. Joshua, for whom the sun stood still, also comes into it, and so do all sorts of accepted and unaccepted theories taken from various religious faiths and from ancient fables about the Flood. It might have been caused by the tail of a comet which subsequently became a planet. Or, again, it might not. Fiction or non-fiction, you may take your choice, but, personally, I like my fiction less persistently annotated.

Women explorers, at least the kind that write books about their travels, usually fall into one of two categories: the dashing and glamorous, who have trouble with sheiks, or the amazingly erudite, who only have trouble with false quantities, or the inscriptions at Ur. Mrs. Ellen Gatti maintains that she is neither of these types, and she maintains this with such conviction that a third category must obviously be made for her; that of the invincibly humorous. EXPLORING WE WOULD GO (Robert Hale. 15s.) is entertaining to read, and often really funny, but it is more than that. It is a chronicle, reasonably told, of what happens when a woman with a sharp distaste for fresh air and exercise, falls in love with an explorer and finds herself whisked without a word of protest from a New York office desk to the wilder wilds of Africa. It is bewildering, it is often alarming, it is more often exhausting and unhealthy, but we have Mrs. Gatti's word for it that it is never dull.

Some Specialised Books on Specialised Subjects

All with Fine Illustrations of Great Interest

English Panorama. By Thomas Sharp. (*The Architectural Press. 12/6*)

The Story of English Architecture. By Hugh Braun. (*Faber & Faber. 12/6*)

A World of Horses. By James Reynolds. (*Hutchinson. 20/-*)

Edvard Munch. By Frederick B. Deknatel. (*Max Parrish. 21/-*)

Journey to Siwa. By Robin Maugham. (*Chapman & Hall. 21/-*

James Joyce's Dublin. By Patricia Hutchins. (*Grey Walls Press. 15/-*

Anglo-Saxon Jewellery. By Ronald Jessop. (*Faber & Faber. 42/-*

The Book of Chessmen. By Alex Hammond. (*Arthur Barker. 21/-*)

The Railways of Britain—Their History, Construction and Working. By W. H. Boulton (*Sampson Low, Marston. 21/-*)

Mr. R. C. H. McKie lived in Singapore from 1937 to 1939, and, on the whole, liked it, but whatever his opinion of the place was when he finally left it, it was not based on hearsay or rumour, for he appears to be one of those observant men who, after even a few months' residence, will tell you everything about a town from its ancient history to the night club with the prettiest girls. THIS WAS SINGAPORE (Robert Hale. 12s. 6d.) is a lively, under-punctuated account of what Mr. McKie found out about the island when he worked for a spell there as a newspaperman. It is certainly not the definitive book on the subject—there is too little Raffles and too much Dekobra for that—but it helps one to understand the atmosphere there, both climatic and moral, and it is as personal as a conversation.

In the seven essays which make up her new book, Miss Storm Jameson examines the responsibilities of a writer to the world; a serious question for those who take their profession, as she does, seriously. THE WRITER'S SITUATION (Macmillan. 10s. 6d.) is a book of more than ordinary interest, as well, to those who have anything more than a frivolous purpose in their reading, and I enjoyed her cool style that contrasts so agreeably with the fervour of her opinions. I particularly recommend to you the essay which gives the book its title, an essay in which Sartre and Malraux are accorded the difference as "between an intelligent man and a great writer," and in which Miss Jameson states the theme which is implicit in the whole book; the question that the writer should be asked.

Miss Sheila Kaye-Smith and Miss G. B. Stern have now written two books in support of the theory that good Jane-ites can discuss their heroine indefinitely and with gusto, and it is even possible that there will be a third volume in the series. The present volume, or guide to our greater knowledge of the author and her writing, is MORE TALK OF JANE AUSTEN (Cassell. 12s. 6d.), and while I recommend it, I am not at all sure that it would serve as an introduction to the works for one who knew no more of them than that they had "done them at school."

Mr. Joseph Shearing is a real master of that colour and confusion, that beauty and brooding menace that make up a certain type of historical novel, in particular those in which the romantic note is stressed. The theme of WITHIN THE BUBBLE (Heinemann. 10s. 6d.) is played with the loud pedal down, as it were, and a more than ordinary insistence on the melodramatic possibilities of its Italian setting, but it is extremely effective, none the less. The story opens in 1867, the year when cholera was raging in Rome, and the whole country was torn by civil war. I read the story with real interest, and even with excitement, in spite of its occasional incoherence and overloading with adjectives, and I think you, too, may enjoy this excursion into the baroque.

FOLLOW THE SEVENTH MAN (Peter Davies. 9s. 6d.) is an odd mixture of a good story, and a story that, in fact, is well worth telling, and a slipshod style that often slips into the banal. Mr. Robert Standish can write better than this, as I remember, and it is a pity that he has not brought his best manner to bear on this tale of an eastern island and its English officials in the first years of this century.

THE CABINDA AFFAIR (Heinemann. 9s.) is a murder story with a difference, and the difference is that the scene is laid in the Belgian Congo at a time during the last few years, and that the protagonists are not of a colour any deeper than a Portuguese or a sunburned American might attain. It is a good story, and though in later examination the plot has no startling originalities, the exotic setting, and the pleasantly easy style of Mr. Matthew Head do a great deal to make the reader feel that he is embarking on something fresh. I liked the book, and wonder only if Mr. Head could do as well again with nothing more bizarre as a setting than 42nd Street or Columbus, Ohio.

In Mr. E. J. Edwards' novel there is the interest of a new world to explore, and a strange, an almost secret phase of life to ponder. THE CHOSEN (Peter Davies; 9s. 6d.) is the story of five young Americans, all of whom know each other from boyhood, and each of whom feel a vocation for the Catholic priesthood. Together they enter a Catholic seminary in the Middle West, and there they work out their futures till in the end only one of them comes before the bishop for ordination.

Mr. Edwards writes at a high pitch of excitement, and when he is not engaged in the discussion of theological points of order, he is sadly sentimental in a way that is jarring rather than anodyne. There is something of bathos, too, in his description of a pretty girl wearing "a worldly hat." On the whole, it comes as no surprise to learn that the story will soon be translated to the motion-picture screen.

ROOSEVELT

JOHN GUNTHER ATTEMPTS AN APPRAISAL OF THE 32ND PRESIDENT

Perhaps the time has not yet come to place in historical perspective the career of Franklin Delano Roosevelt, thirty-second President of the United States, for we are still too close to the events which he controlled or in which he was caught up by the tides of history. We only know the inherent greatness of the man, and as volume after volume comes from the press, the outpourings of his co-workers and contemporaries, it seems that, on balance, his stature grows. Men like Winston Churchill, John Gilbert Winant, Cordell Hull, and Harry Hopkins have ensured that. John Gunther, most able of reporters, has in ROOSEVELT IN RETROSPECT (Hamish Hamilton. 21s.), attempted what would seem to be a complete appraisal of the personality, politics and policies of this remarkable American, but the result is a sad disappointment. The reasons are not far to seek. Mr. Gunther knows a good deal about current affairs in the United States, something of the Wilson regime, in which the young Roosevelt won his spurs as Assistant Secretary of the Navy, and a little of the career of F.D.R.'s fifth cousin, Theodore Roosevelt (a kind of Dutch uncle). The two Roosevelts both had strikingly parallel careers up to a point, and both had a penchant for "waving the big stick at malefactors of great wealth." In most other respects, it is to be suspected that Mr. Gunther's background knowledge is deficient, as witness his flat-footed statement, made without reserve, that "Mr. Roosevelt was the greatest war President in American history." Surely in his fighting qualities Roosevelt was the heir of Lincoln, of Washington, the revolutionary soldier; just as, in other respects, he was also the heir of Jefferson, the great democrat, of Jackson, the man who fought the banks, of Bryan, the great commoner, who brought faith and hope to the toiling masses, and of Wilson who guided the fortunes of America when she emerged as a world power. Mr. Gunther marshals his facts with all his accustomed skill, but, lacking a sense of American history, the task he set himself was clearly beyond him. He does set down, however, the merits and demerits of Roosevelt's character as they emerge; his deviousness and loquaciousness, his affable disposition and his profound delight in human relationships. He does vividly recall, also, the intense sense of personal loss that swept across half the world when the news of F.D.R.'s death came with such dramatic suddenness

The name and fame of Gilbert White of Selborne has grown with the years, and the little Hampshire village where he observed so closely all that went on around him and wrote of it with such charming simplicity, is as much a place of pilgrimage to-day as ever it was. Walter S. Scott, who went to live at Selborne in the late '30's in a house facing that occupied by White more than a century and a half ago, and his son Walter Sidney Scott, whose home is also at Selborne, have both been keen students of the great naturalist's life and work. The father, Walter S. Scott, is the author of WHITE OF SELBORNE (Falcon Press. 15s.), which is now published in a new edition, and the son, Sidney Scott, is the editor of THE ANTIQUITIES OF SELBORNE (Falcon Press. 15s.), a volume which has been neglected in the past in comparison with White's *Natural History*. Walter S. Scott's biography sets out to show the many-sided character of White, who was not primarily a naturalist, he says, and did not turn author until well advanced in years. There were in truth, many Gilbert Whites, and in this engaging biography we see him as a very human character, a good companion and a selfless friend.

The Reynard Library is a series of handsome volumes designed to present, for the general reader and the student, liberal selections from the works of great English writers not hitherto available in this form. The latest addition to the series is GOLDSMITH: SELECTED WORKS (Rupert Hart-Davis. 21s.). The anthology has been arranged by Richard Garnett. Goldsmith's reputation rests upon a comparatively small amount of his work, the *Vicar of Wakefield*, the two plays, the poems, and a few essays. Here, however, Mr. Garnett has spread his net wide and there seem to be moments when he is bringing up from the depths literary curiosities better left undisturbed, notably some of the essays which are often curiously repetitive.

The latest of the "County Books" is Alison Uttley's BUCKINGHAMSHIRE (Robert Hale. 15s.), which appears at the most timely moment, for this county, which includes High Wycombe and those great leafy Chiltern uplands that stretch from near Dunstable to Hambledden Lock, is at its loveliest as summer turns to autumn. Miss Uttley's book is almost a personal anthology of the towns and villages of Buckinghamshire.

A volume for the specialist is Charles H. Curtis's ORCHIDS: THEIR DESCRIPTION AND CULTIVATION (Putnam and Co. £4 4s.). Mr. Curtis deals comprehensively with all orchids of horticultural value, and with others of chiefly botanical interest. A series of magnificent colour illustrations adorns the volume.

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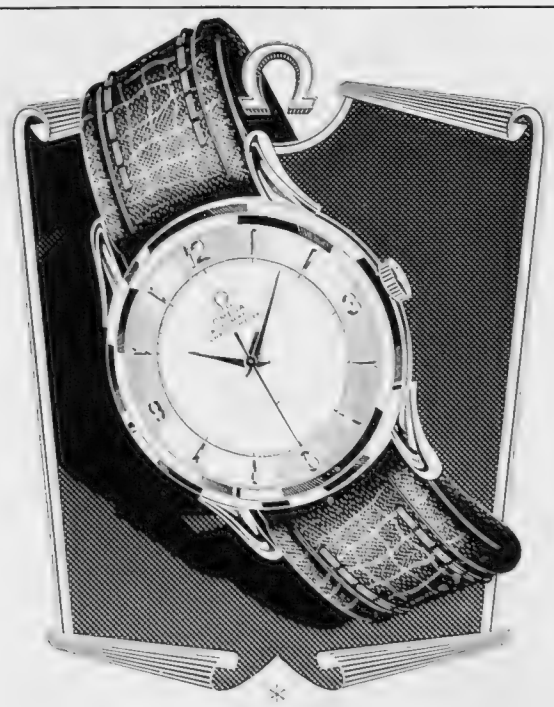

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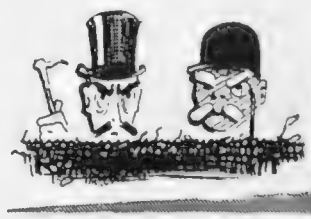

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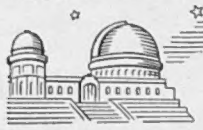

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